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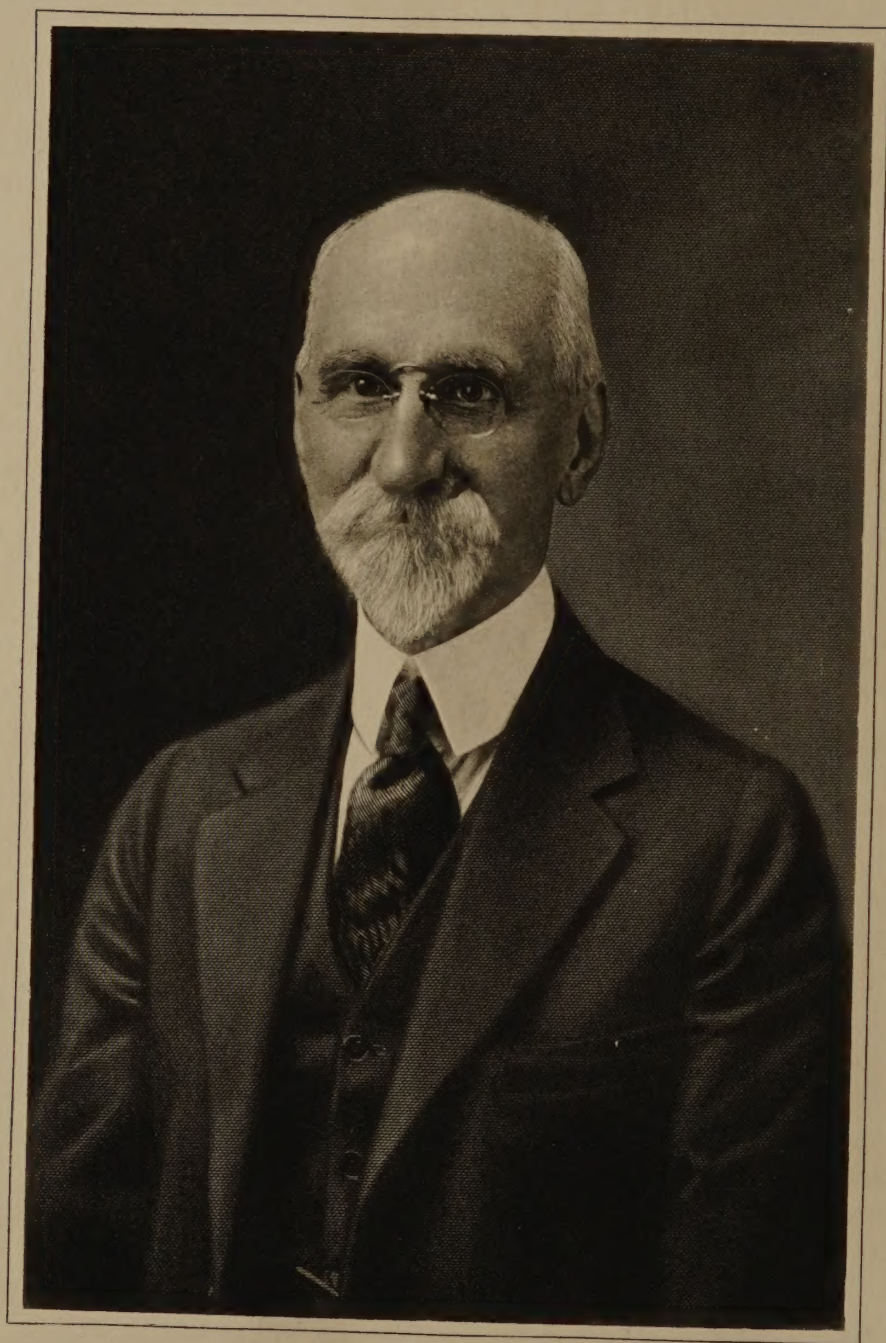
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Daniel Van Hooker

HISTORY
— OF THE —
MUNICIPALITIES
— OF —
HUDSON COUNTY
NEW JERSEY
1630—1923

EDITOR-IN-CHIEF
DANIEL VAN WINKLE
President of the Hudson County Historical Society

HISTORICAL—BIOGRAPHICAL

VOLUME I

LEWIS HISTORICAL PUBLISHING COMPANY, Inc.
NEW YORK AND CHICAGO
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FOREWORD

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HUDSON COUNTY is the smallest in area and the latest in formation of such political divisions in the State of New Jersey. Because of its location it has become the greatest in importance and only the second in point of population and production. It stands at the gateway of the Nation and is the terminus of nearly all of its principal railroads, and hence the distributing station of its varied productions.

The purpose of this work is to present, in a general way, a complete history of the county, and in order to do this it has been necessary to treat of the municipalities within its borders as individual entities.

The whole territory of the county is covered completely by thirteen distinct and separate municipalities, each of which is under the control of its individual government. In order to secure the most reliable description of this whole territory, each of these sections was assigned to one possessing an intimate knowledge of its local history, thus assuring a degree of accuracy throughout the whole work and at the same time furnishing, in fact, a true narrative of the settlement, growth and development of the whole county.

The peculiar existing situation necessitates oftentimes, a duplication of official duties and useless expenditures, consequently a strong sentiment in favor of the consolidation of these different municipalities under one government, that would function for the whole county, has grown up, an instance of which is shown in the recent election, whereby two of the present distinct communities (West Hoboken and the Town of Union) become one municipality—a result that foreshadows the erection of a city on the west side of the Hudson that may in time, with the neighboring communities, rival its opulent and progressive neighbor on the east.

D. V. W.

Southern Book Co. - \$5.00 (3 Vols)

PREFACE

The original plan of this "History of the Municipalities of Hudson County, New Jersey" has been followed with exactness and fidelity under the capable and scholarly editorship of Mr. Van Winkle and his local associates. Often, in a work of the magnitude of the present offering, circumstances arise which admit of circumvention only through radical departure from the course first charted, but in this instance there was little to obstruct the way.

Mr. Van Winkle's pen brought forth a department of the work that in every respect measures up to the exceptionally high standard of his previous contributions to historical literature; L. E. Travis, editor of the Bayonne "Evening News," is the author of Parts IV and V, valuable contributions to the historic writings of the region; while Part VI represents the interested and zealous labor of Ackerman Hawkey. Part III was the province of John H. Cuntz, whom circumstances prevented from serving other than as a reviewer, the writing of this part devolving upon a staff member, Benedict Fitzpatrick, author of "Ireland and the Making of Britain" (Funk and Wagnalls, 1923), and a well-known contributor to contemporary periodicals of the more serious class. It is a matter of general sorrow that two official members of the company's staff were called by death from their duties in the forwarding of this work—Frank R. Holmes, organizer and general supervisor of the edition, and Captain Fenwick Y. Hedley, office editor.

The following advisors were also responsible in no small degree for the successful completion of the history: Dewitt Van Buskirk, president of the Mechanics' Trust Company, Bayonne; Thomas F. Hatfield, librarian of the Free Public Library, Hoboken; William J. Davis, president of the West Hudson Trust Company, Harrison; Thomas H. McCann, civil engineer, Hoboken; William P. Drew, secretary of the Chamber of Commerce, Bayonne; A. Riesenberger, Stevens Institute, Hoboken; Francis H. McCauley, Weehawken; George J. McEwan, West Hoboken; Charles Singer, Jr., Union; James Nolan, North Bergen; Joseph Stilz, West New York; and Rutherford H. Walker, Guttenberg.

In the production of such a work as this by the people of a given locality there is generated an enthusiasm for things historic that finds its way into civic life in a heightened community pride, in resolution that the present and the future shall not fall below the standards of the past, and that the work of to-day shall be performed in such manner as to make fair the record penned to-morrow. It is with sincere appreciation of the privilege enjoyed in coöperating with the citizens of Hudson County that the publishers place these volumes in their hands.

THE PUBLISHERS.

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HUDSON COUNTY
PART ONE

HISTORY OF HUDSON COUNTY

CHAPTER I. INTRODUCTION.

In the early part of the Seventeenth Century, traffic between the different countries of the then known world was far more difficult than at the present time. Communication was slow and hazardous. Commerce could be carried on only through tedious land journeys or by slow sailing vessels. Nevertheless, strife for commercial supremacy was very keen. Nation vied with nation for the enlargement of their trade areas, and every effort was made to secure additional trade facilities. The most valuable and therefore the most sought after trade by the maritime nations of Europe was that carried on with the countries of the Far East.

If we spread out the map of the world and notice the relative positions of the European countries with China, Japan or the East Indies, we find the route then established to be long and circuitous as well as dangerous, for at times the vessels were not only in danger of shipwreck, but of capture by pirates. There was, therefore, an earnest desire for a safer and more direct route. Many attempts had been made to find a shorter and less expensive way of reaching these countries, but all had failed.

Among the prominent nations of the world, Holland had become one of the first and foremost in commercial importance. Her ships were found on every known sea, and her colonial possessions rivaled in wealth of products that of any other nation. From these, much of her national wealth was obtained. Her ships came to her wharves laden with sugar, coffee, tobacco and spices from the Far East, in exchange for the products of the home land, and her merchants combined under the name of "The Dutch East India Company," the better to prosecute this valuable trade.

They engaged Henry Hudson, a skilled English navigator, to make a more extended search for the passage which it was thought would open up a more direct route by sailing westward. On April 4, 1609, he left the Texel in the "Half Moon," a little vessel of something over sixty tons, with a crew of sixteen men, and turning first toward the north skirted the coast of Norway. He soon found himself in the region of ice and snow. Unable to continue in that direction, he turned toward the southwest, and sailing in a southerly direction reached the coast of North America and continued along the same to below the Virginia coast. Thence turning back and drawing nearer the land, on the 3rd of September following he saw a great body of water extending into the land. Believing he had found the object of his search, he sailed in behind the point we now know as Sandy Hook, and as darkness was coming on he there anchored for the night.

The next morning he saw the wooded shores of present Monmouth county stretching out before him, while on his right the waters of Raritan bay glistening in the sunlight, were bounded by the green hills of Staten Island. He states "the people of the country came aboard of us seeming very glad of our coming, and brought green tobacco and gave us of it for knives and beads." He spent three days in exploring the adjacent country, and his enthusiasm was expressed in the words of his report, "that it was a good land to fall in

with, &c. * * * They have great store of maize or Indian wheat whereof they make good bread. * * * The country is full of great and tall oaks."

On the 4th of September four sailors under charge of one John Coleman were sent to the north side to sound the other river (the Narrows). Rowing through this they entered what we now know as New York bay and passed through the Kills (between Staten Island and Bergen Point) to where they "saw a great river reaching out to the North West" (Newark Bay). On their return, in the vicinity of where Fort Hamilton now stands, they "were met by two canoes with twelve or fourteen savages," who attacked them. They were driven off by the little crew, but at the cost of their captain's life. These Indians were doubtless of the fierce Manhattoes, who were found to be not so friendly as those on the Jersey shore, for as De Laet writes in 1625, "almost all those on the west side (of the river) are enemies of those on the east side, and cultivate more intercourse and friendship with our countrymen than the other."

This experience taught Hudson to be cautious and watchful. He remained in the lower bay exploring the country and trading with the Indians until the 10th of September, when, weighing anchor, he slowly sailed up along the Jersey shore and on the 13th began the ascent of the river that bears his name. As he saw the great stream of water stretching out to the northward, he felt more convinced than ever that the object of his voyage had been accomplished. May we not imagine the emotions of this bold navigator, as with mind intent upon the discovery of the North-West passage, he saw before him that broad expanse of water, and, as he supposed, found himself upon the threshold of a discovery that would revolutionize the trade of the then known world. As he passed through the Narrows, he saw stretching out before him the glittering road that was to lead to fame and fortune. Surrounded by the wooded hills of Long and Staten islands, with the rocky shores of New Jersey rising in the distance, the magnificent bay and river reached off to the northeast as if beckoning him on to the long sought for goal. But his belief was soon to be shattered, for having continued to the northward, he found the river "became so narrow and of so little depth that they found it necessary to return. * * * Higher up it becomes so shallow that small skiffs can with difficulty sail there, and one sees in the distance several lofty hills from whence most of the water in the river flows. * * * From all that they could learn there had never been any ships or Christians in that quarter before, and were the first to discover the river" (taken from De Laet's report).

Sundry claims have been made of previous discoveries, but all are based on an indefinite similarity of description that could be justly applied to other localities. Adrien Van der Donck, who wrote in 1650, states as follows: "That the country was found and discovered by the Netherlanders is evident and clear from the fact that the Indians or natives of the land, many of whom are still living and with whom I have conversed, declare freely that before the arrival of the Low Land ship, the 'Half Moon,' in the year 1609, they (the natives) did not know that there were any other people in the world than those who were like themselves, much less any people who differed so much in appearance from them as we did. Some of them supposed the ship to be a strange fish or monster."

Lambretchen says that "John and Sebastian Cabot, while seeking a passage through the North-West, probably did *see* the shores of America, although they did not visit them," and Robertson asserts that "the Hollanders having

discovered the Island of Manhattan and the Districts along the shores, acquired all the rights to these which can be given by first possession."

Be this as it may, the fact remains, that notwithstanding all previous claims, no practical result followed until the entrance of Henry Hudson into the harbor of New York in 1609. According to his report, he found all the surrounding territory in its primitive wildness, and no trace of any previous occupants, save the savage tribes, whose proffered friendship only suggested a closer watchfulness to guard against contemplated treachery.

Having discovered that his anticipations were not to be realized, Hudson retraced his course and slowly descended the river, trading with the Indians as opportunity offered. Notwithstanding his continued intercourse with the natives, bartering for the products of the country, their actions aroused his suspicions, and a strict watch was kept to guard against sudden attack. He alludes to the delicious shell fish and fine fruits to be obtained from the Indians; he likewise mentions "there came eight and twenty canoes full of men, women and children to betray us, but we saw their intent and suffered none to come aboard of us." On the 2nd of October he reached a point in the neighborhood of Spuyten Duyvel creek, where he was attacked by the Indians from the east bank, but who were driven off without loss. To escape further danger he turned toward the western shore and anchored in Weehawken cove. Juet here gives us a description that may readily be recognized as the present "Castle Point, Hoboken." He says, "within a while after we got down about two leagues beyond that place (where they were attacked) and anchored in a bay clear from all danger from them; on the other side of the river where we saw a very good piece of ground and hard by it was a cliff that looked of the color of white green, as though it were a silver or copper mine, and I think it may be one of these by the trees that grow upon it." His vessel was here surrounded by the canoes of the Indians from the west bank, who "wished to trade with the white strangers. * * * They seem peaceably inclined and friendly. The 4th being fair weather, we weighed anchor and came out of the great mouth of the great river that runneth to the North-West (through the Kill van Kull into Newark bay) and by twelve o'clock we were clear of the inlet." It is thus seen that Hudson left the harbor through the Kills, and by passing around Staten Island reached the ocean. The homeward voyage seems to have been without any special incident, for as related by Juet, "on the 5th we continued our course toward England without seeing any land by the way."

Although Hudson had not been successful in his search for the shorter route to the Indies, he had opened up a new land whose wealth of products has for over three centuries been poured out into the markets of the world, and the knowledge that he had discovered a country of such boundless resources doubtless reconciled him to his want of success. He carried back with him tidings of the great riches of the new land, as shown by the furs and products of the soil he had procured through barter with the natives. He told of the great fruitfulness of the soil, of the rivers teeming with fish, and the immense forests with woods of every description, the trackless swamps through which wild beasts roamed at will, the skins of which were greatly valued as articles of trade, and finally, as he expressed it, "it was the most beautiful country on which you could tread with your feet."

As may be imagined, such glowing accounts of the new land aroused the enthusiasm of the merchants of Holland, who felt that a hitherto unknown country had been opened up to the mercantile world, that bade fair to rival

even the Indies in the magnitude of its commercial possibilities. The following year (1610) they freighted a vessel with a variety of goods suitable for trading with the native tribes that dwelt about the Hudson and vicinity, and so great was their encouragement at the result of this first venture, that a company was formed and a charter obtained October 11, 1614, which gave them the privilege of trading with New Netherland (as the new country was called), described as lying between New France and Virginia, or between 40th and 45th degrees of latitude. They were to make four voyages within three years (with a monopoly of trade), from January 1, 1615. The company organized under the name of "The United Netherland Company," and vessels were sent out freighted with appropriate cargoes for trading with the natives. On their arrival here, a few huts were erected for the shelter of those who remained for the collection of furs. Trading posts were established, the principal one on Manhattan Island, at about the present location of the Battery, New York City. The news of the arrival of the whites soon became known among the Indian tribes, and bands of the natives from all parts of the country came through the trackless woods or floated down the broad Hudson in their canoes, to receive in exchange for the furs with which they were laden, some of the curious trinkets brought to their shores by the traders. Possibly at this time there may have been some sort of trading post established on the west side of the river, and this supposition is strengthened not only because of the well established friendliness of the tribes on that side of the river, but for the reason that many of the old writers persistently allude to such a tradition. Likewise, it may be assumed that the territory on the west bank of the Hudson, opposite the trading center, was just as important in relation to the traffic of that day as it is at present, when the bulk of the wealth of this vast country is poured out at its wharves.

At the expiration of this charter, attempts were made to secure its renewal, but without success. Three years thereafter, on June 3, 1621, the merchants succeeded in obtaining a new charter under the name of "The Dutch West India Company." This Company received from the States General of Holland the exclusive right to trade with the country of New Netherland, with full powers of government over the territory it should explore and colonize, the time limited being twenty-one years. Active operations were at once begun and permanent trading posts established. For the protection of the little colony, a fort was built on Manhattan Island, near the site of present Bowling Green. The Company was now to all intents and purposes the ruler of the whole of New Netherland. By the terms of its charter it was given the right to establish local governments and appoint such officers as were thought necessary. The general control was placed in the hands of a Director General, or Governor, and a Council, the members of which were appointed by the director, hence his authority was practically absolute and his rule extended over the whole country claimed by the Dutch. The object of the Company being purely commercial, no attempt at permanent colonization was made for some little time, the design being to procure through barter with the Indians, the furs obtained by them in the chase, and other products of the country. It was not long, however, before the necessity of permanent occupation was realized in order to ensure full success. This was not, however, attempted until 1623, when a company of thirty families was sent over by the Company under the superintendence of Cornelius Jacobus May. They arrived at the mouth of the Hudson in May of that year. In the early days of New Netherland the chief authority over the few adventurers who came to these

shores was invested in the captains of the vessels bringing them here. As they came only by permission of the States General, their authority was transferred to the official in command. Their rule was necessarily short, as it continued only during their sojourn here. Thus May became for the time being the Director of the colony and his administration continued only throughout the year 1624. The advantages offered by the country to adventurers becoming favorably known, other vessels with settlers arrived, and in 1625 the colony had increased to "two hundred souls." May was followed by William Verhulst, who in turn was succeeded in 1626 by Peter Minuit, and his control continued until 1632, when he was followed by Wouter Van Twiller. A noted incident of Minuit's administration was a real estate transaction in which he participated, wherein he succeeded in purchasing the whole island of Manhattan for the sum of twenty-four dollars, whereas at the present day four times that amount would not suffice to purchase one square foot of ground in some parts of the city.

Prior to 1629 the Company did not secure much profit on account of the heavy expense incurred in establishing and maintaining the settlements. To interest individual enterprise, it was determined to offer plantations "to those members of the Company who should within four years plant a Colony of Fifty souls upward of fifteen years old." Such should be acknowledged as "Patroons of New Netherland," and should have the right of ownership over the land they might select, extending "four leagues (sixteen miles) along one side of a river, or two leagues (eight miles) along both sides of such river, and as far inland as the situation would permit." It will be readily seen that the boundary lines of the grants were somewhat indefinite, reference being usually made to some prominent object or special feature of the landscape, as a hill, rock or marsh; and as the chief value to a grant or patent of land in those early days was attached to that portion bordering on a navigable stream, the patentee was allowed to extend his limit back to suit his own convenience.

CHAPTER II.

PAVONIA.

Among those who took advantage of the offer last mentioned was Michel Pauw, a burgomaster of Amsterdam, who in November, 1629, declared his intention of making a settlement on the river. He chose several plots of land including Hoboken, Aharsimus and Arresick. In accordance with the conditions of the Company's grant, he purchased these sections from the Indians, as shown, by the following deeds. The first, dated July 12, 1630, as follows: "Hoboken Hackingh lying over against the aforesaid island Manhatta extending on the South side Aharsimus, Eastward the river Mauritius (one of the early names of the Hudson), and on the west side surrounded by a valley and morass through which the boundaries of said land can be seen with sufficient clearness and be distinguished." The other deed of land in which we are interested is dated November 2, 1630, and reads as follows: "Aharsimus and Arresick extending along the river Mauritius and island Manhatta on the East side, and the island Hoboken Hackingh on the North side surrounded by swamps, which are sufficiently distinct bundaries." In these two deeds, although somewhat indefinite, we have a sufficiently distinct description of the territory now known as Hudson county. The first covers our modern city of Hoboken and vicinity, and the second the territory south of Hoboken, extending indefinitely.

As no other conveyance has been found to cover specifically the southern part of Hudson county, presumably these two deeds include all the land lying south of Weehawken between the Hackensack and Hudson rivers. This supposition is strengthened by the fact that in the declaration of the Director and Council of New Netherland, referring to the sale of the Indians to Pauw, November 22, 1630, the following words appear as the description of the land sold: "Aharsimus and the Peninsula Arresick," evidently referring to the tongue of land lying between Newark and New York bays. Therefore, notwithstanding the indefiniteness of the descriptions, we may safely consider Pauw's possessions to have included all the territory reaching northward from the Kill von Kull to an imaginary line extending across the peninsula above Weehawken from the Hudson to the Hackensack river, and all the early grants of land within this compass make allusion to this territory under the name of Pavonia.

Pauw having become possessed of the property conveyed by above-named deeds, called his holdings Pavonia (Pavo being Latin for his own name). Whether he fully complied with the conditions expressed in the offer of the West India Company, is a matter of dispute, although there is no doubt he was somewhat active in building up his colony. He sent from Holland an agent in person of Cornelius Van Vorst, whom he established at Aharsimus to look after his interests. Van Vorst was energetic in the performance of his duties, for we find allusions to his activities all throughout the Van Rensselaer manuscripts. He, Van Vorst, was associated with Patroon Van Rensselaer (who had secured a plantation on the upper Hudson) in many business enterprises, and references are made to many transactions, especially in connection with the purchase and distribution of cattle and laborers, on their joint account. Killian Van Rensselaer writes July 20, 1632, "I hear also that Cornelius Van Vorst has laborers whose time is up, and that he has engaged new men," thus indicating that Van Vorst had been in the country some time previous to this date, probably coming over about the time that Pauw received his grant.

The patroonships had become a source of great annoyance to the Company. They, the patroons, claimed the Company was infringing upon their rights and privileges. The Company insisted these rights had been specifically reserved by them. The West India Company had no intention of giving up all their rights in the territory granted to the patroons, for they expressly reserved a monopoly of the fur trade in those places where they had a "commissen" (agency). To protect their rights at Pavonia, they stationed Michel Poulas in 1633 as their agent. He must have occupied some sort of shelter on the high point of land at that time extending out into the bay between present Grand and Essex streets, Jersey City. From the fact of his residence there, this point was called Poulas Hoeck* (Point of Poulas). He here traded with the Indians for furs and peltries, while protecting the Company's interests against intruders. Poulas was succeeded by Jan Evertsen Bout as the representative of the Company, arriving at Pavonia January 17, 1634.

Pauw, however, was not content to submit quietly, and was specially insistant upon securing what he considered his rights. Finally, to allay all friction, in July, 1634, the Company purchased from him all his right and title in and to Pavonia, and they again became full owners of the territory. But previous to his relinquishment of the bouerie he had purchased at Pavonia, it

*NOTE—The word "Paulus" is spelled in the early records in a variety of ways—Poulez, Poulus, Powles, Paules, etc., and such variety has been here retained. Kill von Kull and Kill van Kull is another instance, and there are others.

seems that Pauw had in some way secured the rights of his tenants for a further occupancy of their holdings, for in the negotiation of the Company for its return they (the Company) "were obliged to admit and accept the contracts made by Pauw with his people." Shortly after, the Company built two houses at Pavonia, one located at Communipaw, which was occupied by Bout; the other at Aharsimus, which became the home of Van Vorst. These had both become tenants of the Company, and occupied likewise the farms or boueries attached.

The fertility of the soil induced several of the sturdy pioneers to cast longing eyes upon this territory, and soon other individual settlers or traders came to Pavonia, and the farms, or boueries as they were called, gradually spread over the region. Fortunately for the early settlers of Pavonia, their lot was cast among the Indian tribes who were disposed to be friendly, and for some time nothing occurred to disturb the existing harmony. The natives brought their furs to the homes of the settlers and bartered there for the beads and gaudy ornaments prized by them, and oftentimes the smoke from the pipes of the white man and copper-colored Indian arose together, as they exchanged their goods with mingled "patois." Then as now, the west shore of the Hudson was the natural outlet for the country beyond, and was the gathering place for the inland tribes, at stated periods, for the disposal of their skins, and for securing their winter's supply of fish.

Van Vorst was a good type of the hospitable Dutchman, whose creed has always been the lavish entertainment of his neighbors and friends. He maintained the habits of the homeland, for Captain De Vries relates that having been prevented from reaching his ship because of the incoming tide, he directed his men to row him over to Pavonia, where they were well received and hospitably entertained by him. Another incident is related. In the month of June, 1636, having learned that Van Vorst had just returned from one of his trading expeditions to New England, bringing with him a quantity of good wine, Captain De Vries, in company with Governor Van Twiller and Dominie Bogardus, crossed over the river to make a friendly call. They were hospitably received by Van Vorst, who ordered his retainers to prepare a bountiful entertainment; to which ample attention was doubtless given. At the hour of their departure, to show his appreciation of the great honor conferred upon him by the presence of such distinguished guests, Van Vorst ordered a salute to be fired. Unfortunately the wind carried a spark to the thatched roof of his domicil, which ignited the rushes of which it was composed, causing the destruction of the building. The hospitality of Van Vorst seems to have been not without its reward, for the Governor, whose generous impulses were doubtless quickened by the remembrance of his late host's entertainment, ordered a new house built for him.

The unscrupulous conduct of some of the traders was beginning to have its natural effect. Not only were their tradings with the natives unjust, but contrary to the command of the Company, they exchanged firearms and powder for peltries, realizing that in this way they could obtain better terms in their trading. The unjust treatment aroused the savage nature of the Indians, and their resentment was shown by attacks upon unprotected whites. The cattle of the settlers were often missing, and now and again their hay stacks were burned. If any attempt was made to punish those who committed the wrongs, it was made an excuse for further depredations and as a result a general feeling of uneasiness spread throughout the colony.

The quiet that had prevailed under the control of Governor Van Twiller,

who succeeded Minuit in 1633, was soon to be disturbed. His administration throughout seems to have been on the whole peaceful and satisfactory. As is to be expected in the founding of a new country, differences arose, but we find no mention of serious difficulties. His dealings with the Indians were just and wise, and in sharp contrast with the policy of his successor, William Kieft, who arrived here in 1638. With his administration, however, begin the records of the colony that have been preserved and continued with considerable regularity down to the permanent occupancy of New Netherland by the English. Kieft's administration was turbulent throughout, and much of the Indian troubles are attributable to his unwise and arbitrary treatment of them. In the report of the "Eight Men" a (body appointed to investigate and determine concerning the troubles with the Indians) to the Directors of the Company, it is stated, "The Indians are in no way to be pacified until the Director Kieft is removed therefrom, they calling daily for 'Wouter, Wouter' (Van Twiller). * * * These Indians have lived as lambs among us until a few years ago, injuring no one, affording every assistance to our Nation, and had in Van Twiller's time furnished provisions to several of the Company's servants."

Kieft was an energetic individual, and immediately upon his arrival began his efforts for the improvement of the Company's holdings. On May 31, 1638, he granted to Abraham Issaacsen Verplank the whole of Powles Hook, located east of Aharsimus, being that section of present Jersey City located in general south of First street, extending back to the foot of the hill, and bounded on the east and south by the Hudson river and South Cove. Jan Evertsen Bout, who had been developing the farm on which he was located at Communipaw, likewise secured a lease continuing him in possession thereof, dated July 30th, 1636, with the following description: "A piece of land lying on the North river Westward from Fort Amsterdam, before these pastured and tilled by Jan Evertse, named Gemoenepau and Jan de Lacher's Hook (later known as Mill Creek Point, and now that part of the Lafayette section of Jersey City, lying north of Communipaw avenue), with the meadows as the same lay within the post and rail fence, containing eighty-four morgens."

Cornelius Van Vorst, Pauw's former superintendent, died during the summer of 1638, and March 12, 1639, his widow, Vroutje Ives, leased his old farm from Director Kieft for a period of twenty years. During the latter part of the year she married Jacob Stoffelsen. This farm was that part of Pavonia located north of First street, in Jersey City, bounded on the east by the Hudson river and reaching to about the present limits of Hoboken on the north, and limited by the foot of the hill on the west. A curious touch of social life is divulged through the report of a lawsuit instituted by Ide Van Vorst, the son of old Cornelius, against his stepfather, for the half value of a slave who had been presented to Stoffelsen by a Captain Tysen after a bountiful entertainment given in the captain's honor. Among other eatables were two whole sheep, which were consumed at the feast. Ide claimed that as one-half the sheep belong to his father's estate, that moiety of the negro should be substituted for the lost value of the sheep.

March 12, 1639, Hendrick Cornelissen Van Vorst, son of the old superintendent, secured the Company's farm at Hoboken. The same year he went to Holland, where he died shortly after his arrival. He was unmarried. His lease seems to have lapsed, for January 1, 1641, Aert Teunissen Van Putten secured it for twelve years. He improved the farm, cleared and stocked it, and built the first brewhouse in the country, and ever since that time, until the enforcement of the Eighteenth Amendment, Hoboken was noted for the quan-

tity and quality of the amber colored liquid there dispensed. Van Putten's rental at Hoboken was "for the fourth sheaf with which God Almighty shall favor the field."

Ver Plank leased several portions of his holdings at Powles Hook on terms that at the present day seem rather peculiar. Gerrit Dircksen Blauw received one morgen of land for a "tobacco plantation," under lease of October 21, 1638, on "the express condition that he shall not keep for himself more than six goats, and hogs for slaughter, and one sow big with young." Cornelius Arissen, another tenant of Ver Plank's, must "keep a barn and house built by Verplank at his own expense, water tight." Another tenant was Claes Jansen Van Purmerent, who married a daughter of Cornelius Van Vorst in 1656. Egbert Wauters obtained a lease from Jan Evertsen Bout of a portion of Jan de Lacher's Hook, June 20, 1640. Dirck Straermaker leased a grant of land below Communipaw, back of Caven Point, and lived on the high bluff beyond. Other individual settlers were scattered throughout Pavonia, and the colony seemed on the way to permanent prosperity. But human nature in those days was very like human nature at the present time. The more grasping of the traders continued their unjust treatment of their savage neighbors, who soon showed a more active resentment. Their native instincts taught them self-protection, and their savage natures prompted a speedy revenge, hence trouble arose and constant watchfulness on the part of the whites was needed to prevent surprise by the crafty Indians. This antagonism was intensified by the unjust policy of Governor Kieft. Although warned by De Vries and others, he persisted in treating them as his subjects, and issued orders accordingly. Notwithstanding the need of judicious action, he was determined to carry out his extreme policy. He exacted from the savages a "tax of furs, maize and wampum," and threatened on their refusal, to enforce his demands with whatever force that was necessary.

The beginning of the year 1642 was filled with portentous foreboding. The old friendliness between the whites and the Indians seemed at an end. De Vries, who was always looked upon by the savages with friendly eyes, had made the beginning of a settlement at Tappan, and on one of his journeys from thence, met an Indian who was not at all backward in showing his resentment against the whites. He said they had "sold him brandy mixed with water." Whether he expected it undiluted or not is not stated, but he clearly made known his indignation. He said he was going after his bow and arrows to shoot one of the "roguish Swannekins." He kept his word, and shot one Garret Jansen Van Vorst. Some of the chiefs, fearing the consequences of this rash act, went to De Vries and offered two hundred fathoms of wampum to Van Vorst's widow in settlement. Kieft was determined to punish the murder, and demanded the surrender of the guilty one. They failed to do so, stating in excuse that he had gone two days' journey off, and added "that he was the son of a chief." Kieft was determined to carry out an extreme policy and declare war against the savages, but finally yielded to the advice of the more moderate of the people, who wished to escape the horrors of an Indian war. He, however, was firm in his decision to compel the natives to yield up to him their tribute. This threat naturally aroused greater resentment, and troubles increased. Murders were committed, and the whole colony was in a state of unrest. In 1641 an advisory board was determined upon, whose duties should be to adjust differences and to determine upon what punishment should be meted out to the savages for crimes committed. This board was constituted of "Twelve Men" selected from Manhattan, Brooklyn and Pavonia,

being the first representative body organized in the government of New Netherland or the territory now constituting the States of New York and New Jersey. On this board appear the names of Abraham Planck, Jacob Stoffelsen, Jan Evertsen Bout and Jacob Wallingen (Van Winkle) as representing the Province of Pavonia.

Determined to carry out his purposes, Kieft, in order to give his action a show of endorsement by the advisory board, induced three of the most unscrupulous members, after a bountiful entertainment, to sign an authorization for him to proceed. Thus events were culminating, and a bloody war was precipitated that wiped out all the progress that had been made, and relegated the whole of Pavonia to its primitive wilderness. Although an intense Dutch loyalty may have prompted some to view Kieft's injudicious action with blind partiality, the fact remains that his ambition or greed causing an arbitrary treatment of the Indians, not only excited their enmity, but awakened and intensified their natural savage instincts. They looked upon the forests and rivers as means of furnishing themselves with food and traffic, and claimed an ownership in them that would brook no interference; and when they saw their natural possessions invaded by the white man, their fishing and hunting privileges curtailed by the activities of the newcomers, and when, in addition to this, Kieft's demand for tribute was made with threats to enforce them if not complied with, is it any wonder that their resentment should break out into open warfare? The Indians positively refused to furnish "maize for nothing," and Kieft's persistence soon produced its natural result.

The year 1643 opened with threatening outlook. Hostilities had broken out between the fierce Mohawks and the tribes in the neighborhood of the lower Hudson, and the prevailing unrest was thereby intensified. A number of the Hackensack tribe fleeing from their fierce enemies, encamped for safety behind "Jan de Lacher's Hook" (about Pine and Walnut streets in the Lafayette section of present Jersey City), thinking there to find the protection of the whites. When Director Kieft learned this, recognizing his opportunity to carry out his long cherished project to punish the Indians for refusing to accede to his demands, he ordered a detachment of soldiers to be sent over and destroy them. In vain De Vries remonstrated with him and besought him "to stay his hand," not only on the ground of humanity but of policy, predicting that otherwise the whole colony would be plunged in a cruel and bloody war. His pleadings were in vain, and the outcome proved the correctness of his foresight.

Determined to carry out his fell design, Kieft refused to rescind his order. Sergeant Rudolph was commissioned to execute his purpose, and with a band of soldiers crossed over to Pavonia in the dead of night on the 25th of July, 1643, and fell upon the sleeping savages. De Vries, watching from the fort at New Amsterdam says, "the darkness of the night was lit up by the flashes of musketry, and the groans of the doomed victims were plainly heard." But few escaped the sudden onslaught, even women and children were not spared. Thinking the attack had been made by their old enemies, the Mohawks, the few survivors fled to the fort for protection. They were, however, soon undeceived and the news of the cruel massacre spreading among the different tribes, they all combined against the whites, determined upon a terrible revenge.

A war of extermination now began, and throughout the whole country no white was safe from the tomahawk or scalping knife. Farms were laid waste, houses and barns were burned, and every white who could be found was



OLD HOMESTEADS—JERSEY CITY

DEMOTT'S HOUSE
BERGEN SQUARE

SIP'S HOUSE
BERGEN AVE. AND NEWICK ST.

TUER'S HOMESTEAD

VAN RYHEN'S HOME

NEWICK'S HOMESTEAD

massacred or taken prisoner for future torture. Not a white man remained within the limits of Pavonia. All who could do so fled to the fort at New Amsterdam, and the whole territory was once more in complete possession of the Indians. The indignant settlers charged Kieft with being in a great measure responsible for their sufferings, and charges against him was sent to Holland, stating "almost every place is abandoned, and we must skulk with our wives and little ones who still survive, in poverty together in and around the fort at Manhattan." Kieft was ordered to return to Holland to meet the charges against him. The vessel in which he embarked was wrecked on the west coast of England and all on board were lost. As all documents connected with Kieft's defence were lost with him, any explanatory evidence that might mitigate the charges of his unfairness cannot be presented.

The unsettled conditions at Pavonia continued until August 30, 1645, when peace between the whites and Indians was concluded and the first Indian war was ended. The settlers were slow in returning to their farms and to the restoration of their ruined homes, but they gradually gained courage, and others from time to time received grants and settled in the surrounding territory. Jan Evertsen Bout deciding to leave Pavonia permanently, settled on Long Island in 1646 and sold a portion of his farm at Jan de Lacher's Hook to Michel Jansen (Vreeland), who was the progenitor of the Vreeland family at Bergen. Jansen was a typical Dutch trader. On his first arrival in this country he settled on Patroon Van Rensselaer's plantation near Albany, New York, but while there he was detected in surreptitious dealings with the Indians. To escape punishment he fled to New Amsterdam and there settled with his former landlord. He finally took up his abode on the farm purchased by him from Bout at Communipaw.

CHAPTER III.

BERGEN.

Peter Stuyvesant, who had been chosen to succeed Kieft as Director General of New Amsterdam, arrived here May 11, 1647. He was one of the most noted men of the times. Early in life he entered the Dutch military service, and in one of the battles in the West Indies, in which he took part, he lost a leg, and, substituting therefor a wooden one, he received the soubriquet of "Peg Leg Peter." Through his military training his natural arbitrary nature was intensified, and his determination to carry out his own policy became very marked. Fortunately he was possessed of good judgment and controlled by the desire to act justly toward all. His administration was filled with excitement. He was determined to preserve the integrity of his domain against outside encroachment. With the English threatening on the east and the Swedes occupying portions of his territory on the south, his was no easy task. At home he likewise battled against every form of evil that would tend to demoralize his people. He inaugurated many reforms, regulated the sale of liquor and firearms to the Indians, and enforced a proper observance of the Sabbath. He could not be swerved from what he considered his line of duty, and hence was often brought into conflict with those who were more lax.

On his arrival here he found the Indians much dissatisfied because some of the promises made to them at the conclusion of peace had not been carried out. A committee of nine, which consisted of representatives from Manhattan, Brooklyn, Amersfort and Pavonia, was appointed as an advisory board. Conciliatory measures were adopted, and the Governor tried to allay the hos-

tility of the savages by every means in his power. No serious disturbance occurred until March, 1649, when one Simon Wallinges was found dead at Pavonia, presumably killed by the Indians. Even after this outrage, instead of at once taking vengeance on the savages, the Governor and Council adopted a resolution as follows: "First, to make no further stir about this murder and do our best to appease both Christians and Indians, and reconcile them again to one another," thus showing the conciliatory policy he would adopt to bring peace and tranquility to his colony.

The good results of this treatment were shown by the fact that for six years thereafter nothing occurred to disturb the peace. Several grants of land at Pavonia were made, the farmers cleared and improved their holdings without fear of Indian attacks, and here and there the smoke from the homes of these hardy settlers could be seen curling above the surrounding tree tops. At first the trend of the settlements was southward. The high cliffs to the north discouraged movement in that direction, and the convenience of easy communication with the settlement on Manhattan Island induced the colonists to cling to the shore opposite. Thus we find the little communities gathering at Hoboken, Aharsimus, Communipaw, farther south at Pamrepogh (in the present Greenville section), and continuing in a southerly direction at Mingaqua (meaning good crossing, so named because of the short portage across from Newark to New York bay), below Caven Point, and then farther on to Constaepels Hook (named after the gunner at Fort Amsterdam who settled there). In the latter part of the year 1654 there was a considerable influx of settlers along the southerly section of Pavonia, and grants were issued to Jacob Wallingen (Van Winkle), Jan Cornelissen Buys, Lubbert Guybertsen, Gerrit Pietersen, Guysbert Lubbertsen and several others. Ten years had now passed since the treaty of peace between Governor Kieft and the Indians had been concluded, and with the exception of occasional outbreaks and murders, such as may have occurred in any primitive community, the treaty had been kept.

Suddenly and without warning the storm broke. Henry Van Dyke, who had been appointed schout fischal under Peter Stuyvesant, located a considerable property on Manhattan Island that sloped down to the Hudson. On this he had planted an orchard of peach trees. In the fall of 1655, as the fruit was ripening, an Indian maiden, tempted by the lure of the luscious fruit, proposed to regale herself, but the doughty Henry, watchful lest some of his cherished fruit might disappear, discovered the intruder and hastily seizing his shotgun fired at her. His aim was but too sure, and she dropped from the tree dying. The news soon spread, and again the Indians combined to wreak vengeance upon their white neighbors. On the night of the 15th of September, 1655, a band of Indians landed at Manhattan intent upon the capture of the murderer. The guard attacked and drove off the marauders, who thereupon crossed the river to Pavonia and soon the houses there were in flames. Twenty-eight boueries were destroyed, and those of their occupants who survived were thrown upon the hospitality of their neighbors at Manhattan. It is related that "not one white person was left in Pavonia." The savages raged over the whole settlement, which was subjected to all the horrors of Indian warfare. Many of the settlers were killed and others captured and held in reserve for torture. It appears, however, that the Company's bouerie at Aharsimus, then occupied by Stoffelsen and Van Vorsts' descendants, was not totally destroyed, for we find through a claim made by Stoffelsen for remuneration for losses sustained by reason of the Indian attack, that when he renewed

his lease on December 21, 1656, the Council allowed him one year's rent free, by reason thereof.

During the time of this outbreak, Governor Stuyvesant was absent from New Amsterdam, having gone on an expedition to drive the Swedes from their settlement on the Delaware. On his return he called a Council of the Indian chiefs and entered into negotiations with them for the full settlement of the difficulties. After long and tedious bartering a price was agreed upon as ransom for white captives. This was paid, the pipe of peace was smoked, and the second general Indian war was ended. The colonists slowly returned to their desolated homes, and bent their energies to clearing away the ruins that had been wrought. The Director General, recognizing the difficulty of protecting scattered or isolated settlements, issued an ordinance dated January 18, 1656, warning the people against the danger of living separate and apart, and ordered them to "concentrate themselves in villages and hamlets" so that they might be the more easily defended. At the same time, to guard against easy conflagration of their dwellings, he ordered "that no more chimneys should be built of wood, or roofs be covered with rushes."

Although these orders were intended for the safety and protection of the people, they were unwilling to give up the homes to which they had become attached, and hence rebelled against these restrictions. Several families had settled along the shore at Communipaw, the line of which is now marked by Phillip street; and scattered throughout the territory were isolated dwellings, the abodes of sturdy farmers who had cleared and cultivated their holdings. These seemed more willing to risk attacks by the Indians than to give up their much prized home lots. They were, therefore, slow to return, and consequently Pavonia remained almost deserted. But Governor Stuyvesant's desire to build up his colony, led him to urge the return of the fugitives. Believing that the treatment of the Indians had been unfair and that their claims to the territory of Pavonia were not altogether unjustified, he bought of them by deed dated January 30, 1658, all their right and title to a tract of land "lying on the west side of the North river, in New Netherlandt, beginning by the great rock above Wiehawken, and from thence across through the lands, till above the island Siskakes (Secaucus), and from thence along the channel side till Constaepel's Hoeck, and from Constaepel's Hoeck again till the aforesaid rock above Wiehawken, with all the lands, &c., * * * for eighty fathoms of wampum, twenty fathoms of cloth, twelve brass kettles, six guns, two blankets, one double brass kettle, and one-half barrel of strong beer." By this deed the Indians gave up all claim of ownership to the territory between the Hudson river on the east and Newark bay and the Hackensack river on the west, up to and above Wiehawken.

This purchase and the just treatment of the savages by Stuyvesant did much to allay the hostile feeling against the whites, who were still anxious to return to their old homes, but they delayed complying with the conditions imposed, for there was no movement on their part to concentrate. January 22, 1658, they petitioned as follows:

To The Director General and Council in New Netherland. Shows with all due reverence the interested farmers, who have been driven away by the savages from their farms in Pavonia, Gemoenepaen, and other neighboring places, how that they, the suppliants, should incline to reoccupy their former spots of residence, to restore their buildings, and cultivate their former fields, but as they have been greatly injured and suffered immense losses by the incursions of said savages, by which it will be highly difficult for them to renew their former business of farming, so they now in their present situation, should earnestly solicit that they might be favored by your Hon. with some privileges, to assist them in this arduous task, so as by an

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exemption of tithes and other similar burdens, during a few years, as your Hon. in their discretion may deem proper for their relief.

(Signed) Michel Jansen, Claes Jansen Backer, Claes Petersen Cos, Jans Captain, Dirck Seiken, Dirck Claessen, Lysbert Tysen.

In reply following order was issued:

The suppliants are permitted, in consideration of the reasons explained in their Petition, the privilege of exemption from the payment of tithes and the burthens attached to these during six years, provided that they in conformity to the orders and placards of the Director General and Council, concentrate themselves in the form of a village, at least of ten or twelve families together, to become in future more secure and easier to receive aid for their defence in similar disastrous occurrences; without which the Director and Council deem the reoccupation of the deserted fields too perilous, which if it might nevertheless happen, contrary to their order and placard, the Director General and Council consider themselves not only excused, but declare that the aforesaid concession or exemption during six years shall be null and void.

But while the petitioners were anxious to return to their old farms, there seems to have been no movement to concentrate, consequently the authorities issued following ordinance dated February 9, 1660:

In order to prevent and in future put a stop, as much as possible, to such massacres, murders and burnings by cruel barbarians, at the separate dwellings, The Director General and Council of New Netherland do, therefore, hereby notify and order, all isolated farmers in general, and each in particular, wherever they may reside, without any distinction of persons, to remove their house goods and cattle, before the last of March, or at the latest, the middle of April, and convey them to the village or settlement nearest and most convenient to them: or with the previous knowledge and approval of the Director General and Council to a favorably situated and defensible spot in a new palisaded village to be hereafter formed, where all those who apply shall be shown and granted suitable lots, by the Director General and Council or their Agents, so that the Director General and Council, in case of any difficulty with the cruel barbarians, would be better able to assist, maintain, and protect their good subjects with the force intrusted to them by God and the Supreme Authority. Expressly warning and commanding all and every, whom these may concern, to transport their property previous to the time aforesaid into villages or Hamlets, on pain of confiscation of all such goods as shall be found, after the aforesaid time, in separate dwelling and farm houses.

March 1, 1660, Tielman Van Vleck and Peter Rudolphus presented a petition to establish a settlement "on the maize land behind (Communipaw) Gemoenepaen" and made such application; this was not granted.

Finally, the settlers recalling their previous experiences of savage warfare, decided to obey the command. For two years most of them had remained at New Amsterdam, but realizing the great advantages offered them through home life on the west side, of which they had some experience, several of the "inhabitants of this Province" joined in a petition to begin to cultivate farms behind Communipaw and "to make there a village or concentration." This petition was conditionally granted as follows: "Provided that the village shall be formed and placed on a convenient spot, which may be defended with ease, and which shall be selected by the Director General and Council or their Commissioners. That all persons who apply and shall share with others by lot, shall be obliged to make a beginning within the time of six weeks after the drawing of lots, and to send hither at least one person able to bear and handle arms and to keep him there upon a penalty of forfeiting their right, * * and to pay beside others his share of the village taxes, which during his absence have been decreed and levied."

These conditions were accepted, and the place for the little village determined upon. Fortunately the confines of the old village are distinctly seen at the present day, so that its exact location is easily determined. It at once began to take shape and form. Jaques Cortelyou, the first surveyor of New Amsterdam, marked out the plan that has been preserved at Bergen square.

He first laid out a plot eight hundred feet square, which is now bounded by Newkirk, Van Reypen and Vroom streets and Tuers avenue, thus perpetuating the names of three of the families of the old pioneers. The above plot was then divided into four quarters by cross streets, the present Bergen avenue and Academy street. At the place of their intersection an open space (now called Bergen square) was left, one hundred feet wide and two hundred and twenty feet long. The Dutch settlers, spurred on by the new dignity that had been conferred upon them, bustled about and gathered the logs for the stockade that was to surround the new village. At the outlets of the two cross streets just mentioned (Bergen avenue and Academy street) strong gates were built so that when closed they would form a complete and continuous defence against Indian attacks. At once the sturdy settlers began the building of their homes, and the square must have presented a busy scene in those days. As may be imagined, it was a year of hard work. While building their houses, their farm lands, which were located outside the palisades, were to be cleared so as to be ready for cultivation the following spring, and at the same time they must be on their guard against marauding Indians. Their's was not an easy lot, but with true Dutch energy and perseverance they overcame all difficulties.

May we not imagine their situation? All about them giant trees with interwoven branches covered the territory, and from within the line blazed by the surveyor's axe these trees were being cut down, their branches trimmed and cast aside to be burned at some future time. The sound of axe and saw mingled with the hoarse guttural of the Dutch drivers as they guided their oxtteams hither and thither, drawing off the logs and clearing up the space assigned for their homes, and before the wintry blasts came down from the north, the rude but comfortable dwellings were grouped within the enclosure, sanctified with the name of home.

The village grew apace, and soon the inhabitants felt the need of some sort of a local government. The government control of the whole of New Netherland was vested in the Director General and Council at New Amsterdam, for there were as yet no state or territorial divisions. But aside from the inconvenience of submitting all trivial cases to this court, the settlers felt that local differences could be better settled at home, and application was made for such authority. In response, Tielman Van Vleck was appointed schout, and received the following commission:

Whereas, it is requisite to preserve justice in the village of Bergen, situated on the West side of the North river, in New Netherland, that a well qualified person officiates there as Sheriff, for which office being recommended to us, the person of Tielman Van Vleck, Notary Public within this City: so it is that we having a full confidence in his abilities, virtue and talents, commissioned and appointed him, so as we do by this, as Sheriff of the aforesaid village to officiate in that capacity in the aforesaid place and its Districts, in conformity with the instruction which he has already received, or which he may receive in future, and in consequence of it to bring to justice every transgressor of any political, civil or criminal laws, ordinances and placards, and to have them mulcted, executed and punished with the penalty comprehended in these, to promote that by his directions and denunciations all criminal cases and misconducts, may be brought to light, decided with speed, and all judgments executed without delay, and further to act in this respect in such manner as a good and faithful sheriff is in duty bound to do on the oath which he has taken. We therefore command the Schepens and all the inhabitants within the district of the aforesaid village, to acknowledge the said Tielman Van Vleck for our officer and sheriff, and to procure him in the exercise of his office, all possible aid whenever it is required, as we deem this beneficial to the service of the country and serviceable to the promotion of Justice. Issued September 15th, 1661.

Following ordinance was also adopted:

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* * * That their Honors do not hope or wish for anything else than the Prosperity and Welfare of their good inhabitants in general and in particular of the good people residing in the village of Bergen, situate on the West side of the North river, and that in order that such may be effected and preserved with greater love, peace and unity, and to manifest and prove in deed to every inhabitant of above mentioned village the effect thereof, the Director General and Council aforesaid, considering the increase and population of said village, have therefore Resolved to favor its inhabitants with an inferior Court of Justice, and to constitute it as much as possible, and as the circumstances of the country will permit, according to the laudable custom of the City of Amsterdam in Holland, but so that all judgments shall be subject to reversal by, and an appeal to the Director General and Council of New Netherland, to be by their Honors finally disposed of.

In order that all things there may be performed with proper order and respect, it is necessary to choose as Judges, honest intelligent persons, owners of real estate, who are lovers of peace and well affected subjects of their Lords and Patroons, and of their Supreme Government established here, promoters and professors of the Reformed religion, as it is at present taught in the Churches of the United Netherlands, in conformity to the Word of God and the order of the Synod of Dortrecht. Which Court of Justice for the present time, until it shall be herein otherwise ordained by the said Lords Patroons, or their Deputy, shall consist of one Schout (sheriff) being on the spot, who shall in the name of the Director General and Council, convoke the appointed Schepens and preside at the meeting: and with him three schepens by which office are, for the present time and ensuing year, commencing the 20th of this month, elected by the Director General and Council: Michel Jansen, Harman Smeeman, and Caspar Stynmets.

Before whom all matters touching civil affairs, security and peace of the inhabitants of Bergen, also justice between man and man, shall be brought heard and examined, and determined by definitive judgment to the amount of fifty guilders and under without appeal. When the sum is larger, the aggrieved party shall be at liberty to appeal to the Director General and Council aforesaid, provided that he enters the appeal within the proper time and gives security, according to law, for the principal and costs of suit. * * * In order to provide the good inhabitants of Bergen with cheap and inoppressive justice, the Schout as President and the Schepens of the Court must, for the convenience of parties, appear on the Court day, and at the place appointed, on pain of forfeiting Twenty Stivers, at the disposition of the board: they being notified at least twenty four hours before the Court day to appear, by the Court Messenger to be appointed by the Director General and Council: and double as much for the President unless excused by sickness or absence, &c., &c. * * * Whereas it is customary in our Fatherland and other well regulated Governments that some change be made annually in the Magistracy, so that some new come in, and a few continue, in order to inform the new, the Schepens now appointed shall pay due attention to the conversation, Demeanor and fitness of honest persons, inhabitants of their respective villages, in order to be able about the time of changing or election, to furnish the Director General and Council with correct information as to who may be found fit, so that some may be then elected by the Director General and Council.

Sufficient of this ordinance is above given to indicate the powers and duties of the members of this government—the first form of municipal government in the State of New Jersey.

The village was now constituted and furnished with powers of self-government and became the controlling influence over the whole of Pavonia. The little communities scattered about were not at all times anxious to recognize this authority, and there are several instances of matters being referred to the government at New Amsterdam for adjudication. A considerable gathering of the burghers had congregated along the shore at Communipaw. They had doubtless been drawn there because of its convenient and attractive location. Well protected from the fierce northeast storms that some times swept over the bay with violence, by the outjutting Point of Poulus, it afforded a safe harbor for their little boats and periaugas upon which they depended for the transportation of their products to New Amsterdam, and bringing back therefrom in return the luxuries they craved. Again, the open expanse of water stretching out before them, was a continuous reminder of the home they had left, and likewise enabled them to readily procure the sea food on which they depended in great part for their sustenance. So comfortably located, they

were averse to leaving their newly established homes to join with the little colony at Bergen. It would seem that some kind of a protest had been made, for about the time when the people had been ordered to congregate at Bergen, Jaques Cortelyou was ordered to survey Gemoenepen and lay it out in village lots. They were to front upon the bay and extend back about two hundred feet, a formation that was continued until very recent times. It is evident that the protest had been successful, for not all of those to whom land had been allotted were willing to perform their share of the work in erecting the palisades, as appears from the complaint of Tielman Van Vleck on his own behalf, and also for Michel Jansen, Caspar Stynmetz, and Harman Smeeman, who petitioned the Director General and Council to issue their orders in regard to the palisading of the new village of Gemoenepau so that it may be unanimously undertaken. The reply was as follows:

The persons named in the petition are authorized to promote as well the palisading of the village as that of the land so as they considered the situation of the place and time, shall deem proper, carefully observing that the palisades which are used are of a due length and thickness, viz., six and seven feet above the ground, and to communicate this to the inhabitants of the village by affixed billets, commanding them upon an amende of two pounds flanders, to be paid on behalf of the village by each one who at the determined day, shall be found to have neglected the one or the other part of his duty. What regards the wagon road, this may be delayed to a more favorable opportunity. February 10th, 1661.

Whether the work of palisading the village was ever completed or not is not stated, although two years thereafter (in June, 1663) the savages again became threatening, and during that month commissioners were appointed to fortify Gemoenepau. That this precaution was well taken is shown by the fact that on October 18 of the same year, "two Christians on their way from Bergen to Gemoenepau were this day murdered by the Indians," and "two of the guns on the walls of the fort were fired as a warning to the people to be on their guard." These murders may have been perpetrated by some roaming lawless Indians, but the experiences of the settlers a few years previous made it appear judicious to take extra precautions against surprise.

It is unfortunate for present investigation that many of the Council minutes relating to Bergen have been lost or destroyed. However, from separate entries we may judge somewhat of the progress of the little settlement. The adze and broadaxe soon proved inadequate to meet the requirements of the community, and October 20, 1661, Bartel Lott and Egbert Sanderson applied for permission to erect a saw mill in Bergen. Presumably this petition was granted, for for several years after, Lott's name appears among the residents there enrolled. They negotiated with one Karseboom for a place whereon to build their mill, and from the authority mentioned above we may safely conclude this to have been erected on the bank of Showhank creek, a stream flowing from a brook in West Hoboken, running south to New York avenue and thence through a ravine emptied its waters into the Mill creek near the present entrance to the east end of the Erie tunnel. The same year Egbert Sanderson and Jan Theunisen of Midwout and Amersfort, Long Island, petitioned for permission "to erect a new mill on a stream at Gemoenepaen and move their families there, and for a lot of land for each," which was granted. From Winfield's "Land Titles" it would appear that this mill was located on the spot later known as Prior's mill (near the junction of Fremont street with Railroad avenue), from which fact the stream on which it was located was designated as "Mill creek," under which name it was known until its gradual disappearance before the progress of improvements.

There are also allusions to several litigated cases, some being removed

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from the jurisdiction of the court at Bergen, whereof objection is urged that the suit could not be conducted "at two different places," and also "that the case is entered before the Court of the Town of Bergen and must be there disposed of." In another instance where the defendant was summoned to appear before the court at New Amsterdam and failing to appear, gave as the excuse "the weather does not permit the defendant who resides in the village of Bergen, to cross over."

After the little village of Bergen had been enclosed with palisades as ordered, it was found in order to ensure complete safety that some provision for a water supply should be determined upon, for when the cattle were led outside for water they were not only liable to be seized by the Indians, but the gates being opened, attack by the savages would be invited. Consequently the court at Bergen ordained as follows: "Whereas the Schout and Schepens have reflected and duly considered that some persons drive their cattle for water outside the land gate and fence now provided and erected, they have deemed it advisable and highly necessary that a Public Well be constructed for the Public accommodation on the Square, to water the cattle. They hereby ordain on the ratification of the Honorable Director General and Council of New Netherland, that every one of the inhabitants of Bergen, after having been notified by Jan Tibout, the messenger, shall be and appear on the day prefixed, personally or by substitute, on pain of arbitrary correction by the officer." Dated and signed by the schout and schepens, January 28, 1662. On February 9 following, this ordinance was ratified as follows: "The Director General and Council of New Netherland approve and ratify the above resolution of the Schout and Commissaries of Bergen. They therefore order all and every whom it may concern on notification of the Messenger, to appear or to send a proper person in their stead, at the appointed time and place, on a penalty of five guilders for each day, to be forfeited by such as absents himself, to be applied for the benefit of the village in general." Under this order the well was dug in the center of the square, and troughs were placed about it from which the cattle might drink, and over it a long sweep with bucket attached for raising the water, was placed. This well continued in use for more than one hundred years. During the War of 1812 the well was filled and a liberty pole erected therein, which in turn was taken down in 1870.

It seems some of the lot owners continued to reside at New Amsterdam, and being out of the jurisdiction of the court at Bergen failed to live up to the requirements attached to their grants. Consequently the resident inhabitants were obliged to bear more than their just share of taxes and service burdens. Complaining to the authorities at New Amsterdam, the following ordinance dated November 15, 1663, was passed:

On the repeated complaints of the majority of the inhabitants of the village of Bergen, that some continue to neglect to occupy the lots they had obtained in said village and to keep thereon a man fit to bear arms: also that some absent themselves without providing their watch, whereby the people of said village are so much fatigued that they cannot any longer stand at their posts, and are unwilling any longer to go on guard, unless the others who have vacant lots keep for the Guard one man with them for each lot: the Director General and Council, in order to prevent this confusion, that all those who claim any lots in the aforesaid village, shall within twenty-four hours after the service hereof, furnish and continually maintain for each lot, one man able to bear arms and to keep watch and ward, on pain of having the lots with the lands thereunto appertaining, as surveyed by the surveyor, immediately given and granted in propriety to others. Let every one be hereby warned for the last time.

In the early days of the settlements at Pavonia, many of the burghers owned their sail boats or periauguas (as they were called), and as occasion

required, ferried themselves over to Manhattan. Willem Jansen, who had secured the privilege of acting as ferry master, found that some of these boat owners were trespassing upon his prerogatives and complained thereof. He applied to the Bergen authorities, asking them to correct this abuse. Their decision was against him, whereupon he appealed to the Council at New Netherland. The case was argued December 28, 1662, with the following result: "Pursuant to the order of the 28th of December, Willem Jansen, ferryman at Bergen, appeared on one side, and the Schout Van Vleck and Engelbert Stynhuysen on the other: the said ferryman stating in his complaint, that the Schout Van Vleck and Engelbert Stuythuysen had given permission to all and every one of the inhabitants there, to carry over goods for others, &c., whereupon the said Schout and his companion answered they had not done it without reason, as the ferryman had refused to carry them over. The ferryman says he left nobody behind except those who would not pay him. After hearing the parties the Schout was directed to assist the ferryman, that he may obtain the ferriage earned by him, and if he should forget himself and act unbecomingly, to report it to the Director General and Council who will then issue such orders as occasion may require." Jansen evidently performed his duties satisfactorily, for he continued the service for eight years thereafter, when on June 29, 1669, he was succeeded by Peter Hetfelsen.

His ferry license was in part conditioned upon his furnishing the people of Bergen with adequate ferry privileges, as shown by following extract: "The ferryman aforesaid is to maintain one good sufficient boat or more for the convenient transporting of all passengers, to and again from, Communipaw to New York, together with their goods, corne and cattle at all times and on all occasions, but more particularly he is obliged to attend upon the said inhabitants of Bergen and Communipaw three days in the week unless some other extraordinary occasions does hinder him, viz., Mondays, Wednesdays and Frydays or upon such other days as they shall unanimously agree upon, on which days the said inhabitants are to attend with their goods and cattle, at the houer and tyme appointed, and punctually to pay and satisfye the said ferryman for his freight according to these following rates. Whoe is to recover the same, for case of delay or refusall by order of Justice without any charge or forme of process. Always provided that the Governor and his family are to be freed from paying of anything for their persons transporting as aforesaid." * * * Hetfelsen's license was limited to three years, and at its expiration in 1672 he was succeeded by one John Tymensen. It was on the appointment of Hetfelsen by Governor Carteret in 1669 that the free pass system was inaugurated in this State, as appears from following extract taken from his license: "Always provided that the Governor and his family are to be freed from paying anything for their transporting as aforesaid."

There seems to have been another ferry from the western shore above Weehawken to New York City about the time that Tymensen operated the Communipaw ferry, as appears from a petition of Samuel Bayard to Robert Hunter, who was Governor of New York in and after 1710, wherein he states, "that your petitioner having a small parcell of land called Wiehake in Bergen county in the Eastern division of the Province of Nova Cæsarea most convenient for a ferry of any between New York Island and the southernmost cliffs of Tappaen and Aharsimus, which place hath been the accustomed ferry for transportation of passengers, cattle, horses and country produce in these limits for upwards of twenty yeares, and as such hath been assessed and taxed by the Assembly of the said Province, as by the printed Acts to which your

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Petitioner refers may appear. * * * Wherefore your petitioner humbly prays that Your Excellency would be pleased, &c., * * * whereby the ferry between the southernmost cliffs of Taeppan and Aharsimus might be permitted to keep at said place called Wiehaken,"etc. As De Laet had located his farm at or near Tappan in the very early days, may not some route have been then established for convenience in crossing, which later developed into a regular ferry for the convenience of the settlers in the upper part of the county, rather than follow the long and at times dangerous track through the woods to Powles Hook?

About the same time, the inhabitants of Bergen became anxious concerning the disposition of the lands outside the enclosure and complained in following terms: "Show with due reverence the inhabitants of the village of Bergen and Gemoenepau that they the petitioners have seen that the Schout Van Vleck, Caspar Steinmetz and Harman Smeeman have fenced in a parcel of high land situate at the South end of the village enclosure, in the best part of the pasture, which they appropriate to themselves: it is also said that Mr. Nicholas Varleth desires a piece of highland situate at the North of the aforesaid village back of Hobocken, which if it is done, would tend to the ruin and destruction of this village, because they would be entirely deprived of an outlet for their cattle and nothing but a marshy underwood would remain to them, where already three or four animals have been smothered. Hence there would hardly be any pasture left for the draught beasts, for the Mingaque people are also fencing in their land, so that this village will be enclosed in a fence all round. They therefore respectfully request, that Your Honors will please to make provision and guard the common interests of the aforesaid village and of Gemoenepau." In response thereto the following was issued: "The petitioners or a Committee of them Shall appear with Tielman Van Vleck, Caspar Steinmetz, and Harman Smeeman mentioned in the foregoing petition, personally before the Director General and Council." The matter came up for adjudication January 4, 1663, when the schout and schepens mentioned above appeared, confronted with Michel Jansen, Captain Adriaen Post and Jan Scholten representing the complainants. On investigation it was found the cause of difficulty was a difference of opinion in respect to the provisions of a grant made to Van Vleck and others, dated December 22, 1661. After hearing the argument on both sides, it was ordered that the land in question "should be surveyed and that the surveyor shall make a report of its situation and area to their Honors, the Director and Council. After that directions will be given upon the Petition."

Also, the better to ensure the village against the danger of Indian attacks, it was decided to erect a block house at each gate of the village, and the court authorized and directed seven men to be selected "to promote each in his own quarter the work as much as possible and to take good care of of it," viz.: Jacob Luby, Arent Lourens, Harman Edwards, Laurens Adriessen, Poulus Pietersen, Jan Swaen, and Jan Lubbertsen. These men issued the following: "For the better prosecution of this much needed improvement, we have ordered that the men who absent themselves, shall pay part of the expenses and besides a fine of six guilders, for each day on which they are absent." The tenants were opposed to pay their share of the expense of the new work, though willing to assist in maintaining it, unless it is especially expressed and stipulated in their contracts. On February 24, 1664, the response is shown by the following: "Director General and Council of New Netherland approve, praise and consent to the enclosed resolution and order: they therefore com-

mand all whom it may concern, to govern themselves accordingly under the penalty fixed by it. As to the exception taken by the tenants, it is conceived that the same are bound to assist in making the fortifications in question; but if they believe to have any action in law against their landlords in this regard (which for the present is not quite evident to the Director General and Council), they may institute legal proceedings before the proper tribunal."

One of the difficulties with which the early settlers had to contend was the lack of manual labor. Most of those who came over in those early days were lured by the more lucrative traffic in furs, leaving land clearing and cultivation to the very few who were for the most part held as probationers, who were those who in many cases were brought here at the expense of the land owners, on condition that they should become bound in service for a specified time, or until the indebtedness was removed. During this time of indenture they were subject to purchase or sale. The negroes who were brought in by the West India Company became a very necessary part of household and farming industry. The Company found the slave traffic very remunerative, for they were brought from the West Indies or Africa and sold here for from \$150 to \$250 each. But the entire onus of the introduction of slavery into the northern part of our country must not be borne by the Dutch, for their New England neighbors were not averse to "turning an honest penny" by the same means. Newport, Rhode Island, was a favorite port of entry for the slave vessels, and a good old elder who was deeply interested in an expected cargo of negroes, somewhat overdue, on hearing of its safe arrival thus expressed his relief on the following Sunday: "An over-ruling Providence has been pleased to bring to this land of Freedom, another cargo of benighted heathen to enjoy the blessings of a Gospel dispensation."

This slave traffic continued, but in a lessening degree until the abolition of slavery by enactment. The inhabitants of Bergen participated in the practice of slave owning and continued therein until the State provided for their general freedom. Notwithstanding the privilege thus granted, many of them clung to their old masters, a habit that descended to their progeny, and for many years some of the households presented the same appearance as in slavery times because of the number of colored satellites lingering about. Having been cared for for so long a time, they were loth to relinquish their comfortable, easy mode of living, and the old households had become so accustomed to calling upon them for different services, that they were just as willing to continue the old relationship, without the stigma of real ownership. Finally, as late as 1830, those who had not departed to other localities were gathered in a settlement along the eastern slope of what is now Jersey City Heights (located along the line of present Mill road between Montgomery and Academy streets), where through the generosity of their former owners they were lodged in comfortable homes and furnished with a church building in which they might enjoy their own religious services. As matters of interest in relation to the ownership of slaves, following extracts are presented. In 1764 a reward of seventy shillings was offered for the return of a runaway slave named Harry. He is described as "apt to get drunk and stutters. He speaks good English, French and Spanish and a little of other languages." Also a bill of sale of "a certain negro man of a yellow complexion named 'Tom,' about seventeen years of age, to Henry Traphagen for \$250, at Harsimus," dated January 3, 1807.

The great anxiety of the early settlers of Bergen was to secure facilities for religious worship. They had brought with them from the homeland their

habits of churchgoing, and although they were able at times to cross the river and attend church services, or for the ministers located at New Amsterdam to make occasional visits to them for administering the Sacraments, they were anxious to have their own "Dominie" and as early as 1662 they petitioned the Director General and Council to send them "A Godfearing man and preacher to be an example to, and teach the fear of God in the community of Bergen." Being without a pastor, according to custom, the religious services were conducted by a "voorleser" in the person of Engelbert Stuynhuysen, who had been appointed by the Council at New Amsterdam in response to the petition, "That we may have a Precenter who could keep School for the instruction and education of our young children," with the condition that he should not only keep school, but likewise lead the religious services.

Stuynhuysen was among the early settlers at Bergen, and appears to have been well to do, as he owned his house and double farm. The voorleser was a very important personage in the little community. He was in effect minister, clerk, sexton, undertaker, led the singing at Divine service, and also performed the duties of schoolmaster. While the congregation was without a minister, he likewise read the law and creed and portions of the Psalms, and at times a sermon or discourse from books sent from Holland. Stuynhuysen was regularly licensed as schoolmaster, October 6, 1662, and by the terms of his license he was required "to look out and procure himself a proper and convenient place in which to keep school." This he did by gathering the children in his own home. He shortly fell into a dispute with the authorities of the village, because of their insistence that he should pay his proportion of taxes, which he refused to do for the reason that he furnished his own school room, and offered his resignation, asserting that a schoolmaster should be "exempt from all village taxes and burthens." This was admitted when "a precenter had only a school lot, but not when he owned a lot and double bouerie." The inhabitants therefore appealed to the Council at New Amsterdam, December 17, 1663, asking that "Stuynhuysen be compelled to carry out his contract as precenter and schoolmaster, and likewise share the village taxes and burthens." The decision was prompt, and it was arranged that the stubborn schoolmaster should serve the rest of his term according to contract. He therefore continued until about 1664, when he was succeeded by Rynier Bastiensen Van Giesen, who served until 1708.

Although the people had secured their voorleser, they still longed for their regular church services, and we find the ministers of New Amsterdam frequently crossed over to perform the services and administer the Sacraments of the Lord's Supper, baptisms or marriage. It must have been about the time of the close of Stuynhuysen's term as schoolmaster that the little log structure alluded to by tradition was built in the enclosure still owned by the church, located at the junction of Vroom street and Tuers avenue, and in that building church services were first held. Doctor Taylor, in his "Annals," refers to this building in following terms: "It was for eighteen years an humble unpretending tabernacle for the Most High. In it as occasion would permit, those venerable men, Rev. Samuel and John Megapolensis of New Amsterdam, Theodore Polhemus of Flatbush, Gideon Schaets of Albany, and others, lifted up their voices proclaiming the Gospel of Jesus Christ, and administering the Holy Supper." As there is abundant testimony that the Octagonal church was built in 1680 on the plot on the corner of present Bergen avenue and Vroom street, owned until very recent years, this statement would be corroborated. According to entries in the Deacon's book of accounts

of the "Old Bergen Church," these occasional preachers received for their services from twenty-five to seventy guilders per service. It is there shown that the ministers coming from New Amsterdam to officiate were obliged to pay for transportation across the river, six guilders to the ferryman and a like amount for a carriage from the ferry landing to the church at Bergen. One Cornelis Brinkerhoff was for years the person on whom rested the responsibility of transporting the ministers, while upon the Van Houten family devolved the duty of providing sustenance and lodging for them, an expense of twelve guilders (sewant) being charged in the deacon's account after each visit. The accounts here mentioned were paid in wampum, which was obtained by the deacons from the authorities, and by them sold to the heads of the families composing the congregation.

Wampum, or sewant, was the name of the currency used in the early Indian times. It was drawn for the most part from deposits made in the sand banks of Long Island. All along the shores were immense deposits of shells from which was fashioned this Indian money. It was of two kinds or grades—the dark wampum, which was fashioned from the blue portion or eye of the quahog or clam, and the white, which was usually made from the conch shell and was of inferior value, being worth only one-half as much as the black. Both served as the circulating medium between the whites and Indians not only, but also for general use. Its real value was, however, greatly fluctuating. The coinage was comparatively free to all persons, and with an unlimited supply of the raw material it may well be supposed there were those who took advantage of those facilities. As is usual in case of unlimited coinage, its value deteriorated to such an extent that the governing power was obliged to enact the following ordinance. "The Director General and Council of New Netherland to all persons who may see these presents or hear them read, send greeting. Whereas with great concern we have observed both now and for a long time past, the depreciation and corruption of the loose sewant, whereby occasion is given for repeated complaints from the inhabitants, that they cannot go with such sewant to the market, nor yet procure for themselves any commodity, not even a white loaf. We ordain that no loose sewant shall be a legal tender except the same be strung on one string." The West India Company complained of the abundance of the sewant, and that the New England people make use of it, thus defrauding the Company of her just revenues.

In 1679 the people agreed with the minister at New Amsterdam to administer the Lord's Supper three times a year, for which service he was to receive thirty bushels or fifteen bags of wheat. He performed this service on week days for the reason that because of his city's requirements he could not be absent on the Sabbath. In 1680 twelve guineas were expended in the purchase of printed sermons, and December 31, 1682, the consistory authorized the purchase of four large theological works costing £75, for the use of the voorleser. The time occupied for service was regulated by means of an hour glass, or "sand runner," which stood on the desk in the church, and when the sand ran out from the upper part, the reader was obliged to suspend services and dismiss the congregation.

In 1682, Rev. Henry Selyn wrote the Amsterdam Classis at Holland: "At the request of the people of Bergen I have consented to preach there three times a year, on Monday both morning and afternoon, and administer the Lord's Supper. I found there a new church and one hundred and thirty-four members. At other times they are accustomed to come over the river here to the hearing of the Word." Dr. Selyn continued his occasional ministry

until 1699, when the Rev. Gualtherus Dubois, who began his ministry in the church at New York in that year, shortly took up the work at Bergen that had previously been performed by Dr. Selyn and continued the same until 1751. His ministrations were held in the Octagonal church that was built on the plot awarded to the church on the founding of the village, corner of Bergen avenue and Vroom streets. In this church the seats for the male members were placed along the walls inside, while the women occupied highback rush seat chairs, which were their personal property, and some of which are still cherished as heirlooms by the descendants of the original owners. In the winter season the foot stove was carried to and from service, and this was a most necessary companion, for there were no means for artificial heat provided. It was composed of a small box of wood, perforated, and containing a metal cup in which the owner before leaving home placed hot embers from the fireplace, thus making it a most acceptable footstool. The minister declaimed from a pulpit placed high above the congregation and surmounted with a sounding board, and at the close of his discourse, admonished the deacons to collect the contributions of the people. For this purpose black bags were used, suspended from the end of long poles so that they were enabled to reach every member of the congregation, and if any of them attempted to escape the importunities of the collectors by affecting a sort of drowsiness, the vigorous jingling of the bells attached to the bottom of the bags not only emphasized their demands, but brought down upon the culprit the reproachful gaze of the sternfaced dominie.

The congregation continued without any act of incorporation until 1771, when a charter of incorporation was granted to this church by the English government, December 12, 1771, in the name of the then minister, elders and deacons: Rev. William Jackson, minister; Abraham Dedricks, Robert Syckels, George Vreeland, and Abraham Syckels, elders; and Johannis Van Wagenen, Hendricus Kuyper, Johannis Van Houton, and Daniel Van Winkle, deacons. They were thereby vested with the power of appointing a clerk, schoolmaster, bell ringer, and such other officers as were needed. It is thus seen how closely the causes of education and religion were mingled. The one school established at the first settlement of the village, was continued under the control of the church, whose officers appointed the teacher and administered the government of the school. Strict rules were laid down so that in addition to instruction in the ordinary branches of education, the schoolmaster was required to "hear recitations in the Catechism, and at stated times to receive the Pastor and Elders of the church, when all the Pupils were to be catechised and instructed in the elementary truths of Religion." This close union of church and school continued probably until about the year 1761, when the rule of the voorlesers ended and a change was made in school control.

While it is not positively known just where the first schoolhouse was built, doubtless the little log building erected on the church plot (Tuers avenue and Vroom street) before alluded to, served the double purpose of church and school until it became possible to build a schoolhouse on the lot awarded for school purposes at the founding of the village, being a portion of the plot now occupied by present No. 11 School of Jersey City, which spot has been held sacred to educational purposes continuously even to the present day. Probably shortly after the close of Stuynhuysen's administration the schoolhouse was there built, for in 1678 there are entries found in the deacons' book of the church of expenditures for repair of the schoolhouse that would indicate an advanced stage of delapidation. Van Giesen, who succeeded Stuynhuysen



THE HOUSE FORMERLY STANDING ON PHILLIP STREET, COMMUNIPAW, WHERE WASHINGTON IRVING WAS FREQUENTLY ENTERTAINED DURING HIS VISITS TO COMMUNIPAW. THE ADDITION ON THE LEFT WAS ERECTED IN MODERN TIMES

in 1664, had previously taught school at Flatbush under conditions that would indicate him to be a very versatile individual. He agreed with the authorities there "to serve the church in leading the singing, and in reading, to arrange the seats, to ring the bell, to dig the graves, and furthermore to hold school and to look after everything else that is needful thereto." His term of office at Bergen continued forty-two years. At the expiration of Van Giesen's term in 1708, Adrien Vermeule became voorleser and schoolmaster. At the beginning of his administration "he laid the cornerstone of the new school-house." He was accredited with "being a scholar, judging from his penmanship." Vermeule served until 1736, when Isaac Van Benthuyzen was appointed and served until 1761. He used both Dutch and English in his ministrations, "and became famous for his instructions and as a rigid disciplinarian, not sparing the rod." During his term the English language received increasing attention, while among the younger generation the Dutch was gradually falling into disuse. Shortly after this time the union of church and school was severed.

CHAPTER IV.

CHANGES OF GOVERNMENT.

The energy and perseverance of the Dutch soon attracted the attention of their English neighbors, and natural business jealousies excited frequent controversies between the settlers of New England and those of New Netherland. Frequent disputes arose as to ownership and boundary of territory. England claimed the whole of North America, based upon the early discoveries of the Cabots, including New Netherland as part of Virginia. The increasing prosperity of the Dutch Provinces revived the interest of the English in what they claimed to be their possessions, and the fear of rivalry in the commercial world prompted the New Englanders to apply to the home government for relief and assistance. Charles II. determined to secure the profitable and growing trade of New Netherland. Fortifying his claim by the fact that Henry Hudson was an Englishman, in 1664 he granted a patent to the Duke of York, his brother, giving him the entire territory of New Netherland, with power to govern the same. By deeds dated 23rd and 24th of June, 1664, the Duke conveyed to Lord Berkeley and Sir George Carteret "the tract of land lying between the Hudson and Delaware rivers, which said tract of land is hereafter to be called by the name or names of Nova Cæsarea or New Jersey." Thus the State of New Jersey came into being under the name by which it is still known, so-called from the island of Jersey, where Carteret was born.

Bergen had at this time become a place of considerable importance, and the settlement gradually assumed a condition of prosperity, so much so that in a letter written at the time of the granting of the patent to the Duke of York it is described "as well inhabited by a sober and industrious people, who have necessary provisions for themselves and families, and for the comfortable entertainment of travellers and strangers." They industriously cultivated the ground and found an excellent market for their products in Manhattan. An expedition was sent over by the English to enforce the claim of Charles. On the morning of September 7, 1664, the hostile ships appeared off the Narrows, and their approach being perceived from the heights of Bergen, it is recorded that "two charges of their cannon were fired, to warn the country of the coming of the invaders." Stuyvesant seems to have anticipated this hostile move on the part of the English, for as early as February, 1664, or at least three

months previous to the sailing of the fleet, the people of Bergen had been warned of their danger, and commissioners were appointed "to erect several block houses for the protection of the town."

The fleet was under the control of Colonel Richard Nichols, and drawing near to the city demanded the surrender of New Amsterdam and submission to the English government. Governor Stuyvesant stormed about and refused to comply with the demand, threatening he would first blow up the fort. The Dutch burghers, however, fearful of the destruction of their property in case of his persistence, begged the Governor to do nothing rash. After continued pleadings, better councils prevailed and he at last yielded to their entreaties. The Dutch flag was displaced by the English ensign, and New Amsterdam for the time being became New York, so-called in honor of the Duke of York, who was now the owner of the territory of New Netherland (now the States of New York and New Jersey) by actual possession as well as by grant.

Colonel Nichols at once assumed the duties of Governor. Laws were enacted and courts established. On October 17, 1664, the following order was issued to the schouts and schepens of the village of Bergen: "You are hereby required to receive into your town, Corporal Powell with the soldiers under his command, and them to accommodate with lodging, not above two of them to bed in any one house, and further you are required to join six of the inhabitants with three of the soldiers to be upon constant guard, to secure the peace of the said town until further orders, whereof you are not to fail."

Under the agreement to surrender, Stuyvesant obtained very liberal terms. The people were assured their liberty of action and the continued ownership of their property, as follows: "All persons shall continue free denizens and shall enjoy their lands, houses and goods wheresoever they are in this country, and dispose of them as they please. * * * The Dutch here shall enjoy their own customs concerning their inheritances."

March 20, 1664, Berkeley and Carteret issued a constitution which vested the control of their Province in a "Governor and Council of Advice and Consent," and on the same date Philip Carteret was commissioned Governor. He arrived in July, 1665, and established his seat of government at Elizabeth. He confirmed the original charter of Bergen, recognizing the land titles of the Dutch, and reorganized the court there, "which was to be held and kept open as often as occasion required." The judges appointed were: President, Nicholas Verlett; members, Caspar Steinmets, Harman Smeeman, Elias Michelse (Vreeland) and Ide Van Vorst. Hans Diedericks was made constable.

The inhabitants of Bergen and dependencies were called upon to take the oath of allegiance to the English King, and November 22, 1665, thirty-three appeared and took the oath. The change of government produced scarcely any effect in the village of Bergen. The people had been assured that their title to their land would be guaranteed and their rights would not be interfered with. The Dutch language was spoken, and their regular church services and school instruction continued without change. The people were no longer compelled to keep the everready musket close at hand while working in the fields or forests, for the Indians had withdrawn into the recesses of the forests, where they might indulge their natural tendencies without danger of interruption.

As provided for in the constitution, the people were notified to elect representatives to the Assembly to be held at Elizabethtown on the 25th of May, 1668, and on the 22nd day of September following a new charter was granted by Governor Carteret to the "Town and Freeholders of Bergen and to the villages and plantations thereunto belonging, being in the Province of Nova

Cæsarea, or New Jersey," so that the whole tract of upland and meadow property belonging to the jurisdiction of the said Town and Corporation of Bergen, is bounded at the north end by a tract of land belonging to Capt. Nicholas Verlett and William Samuel Edsall; on the east side by the Hudson river; on the south end by the Kill von Kull that parts Staten Island and the main; and on the west by Arthur Kill bay and the Hackensack river." This included all the territory now known as Bayonne, Jersey City, Hoboken, Weehawken and North Hudson, all at that time within and under the jurisdiction of Bergen, and was identical with the Indian grant to Governor Stuyvesant of January 20, 1658. The Carteret charter confirmed all the rights possessed by the freeholders and inhabitants of Bergen under the Dutch domination. It confirmed to the freeholders "all the rights, immunities, and privileges hereby granted unto the said Corporation or Township," gave them power to choose their own magistrates, or to be assistants to the president or judge of the court, and for the ordering of all public affairs within the said jurisdiction, specifically stated as follows:

They shall have power to choose their own minister for the preaching of the word of God, and the administering of His Holy Sacraments, and being so chosen, all persons, as well the Freeholders, as the inhabitants, are to contribute according to their estate and proportion of land, for the minister and the keeping of a free school for the education of youth, as they shall think fit, which land being once laid out, is not to be alienated, but to remain and continue forever, from one incumbent to another, free from paying any rent or any other rate of taxes: notwithstanding it may be lawful for any particular person or persons to keep and maintain any other minister, at their own proper cost and expense.

Also power to divide all proportions of land as are without their bounds and limits aforesaid, that are not already appropriated and patented by particular persons before the day of the date thereof, and compelling the recording of such allotments. * * * That they shall have power to erect and ordain a Court of Judicature, within their own jurisdiction.

The colonists exercised their right of self-government as granted to them, and elected representatives to the First Provincial Assembly, to be held at Elizabethtown, May 25, 1668. Those elected from Bergen were Caspar Steinmetz and Balthazar Bayard. Now the inhabitants of Bergen, recognizing no change in their surroundings, pursued their usual avocations. The routine of their daily lives remained the same, and amid quiet surroundings the colony grew apace. However, there seems to have been some disinclination to observe strictly the ordinances or commands of the Governor, for June 17, 1672, the following order was issued by him: "These are in His Majesty's name to will and require you that in case any writ or writs should be set up or otherwise published within the Town and Corporation of Bergen, by or under any other authority than myself as your Governor, that neither you nor any other person within your jurisdiction yield any obedience thereunto. But that you forthwith pull down all or any such writ or writs or other writings so published and cause the same forthwith to be conveyed unto me, as you will answer the contempt of this my special warrant. Given under my hand and seal the day and year above written."

In 1672, war having again broken out between England and Holland, the States General despatched a squadron of five vessels to recover the territory they had lost to the English in New Netherland, and as reported, "This day, August 10th, 1673, new style, have the Holland and Zealand fleets captured the fort at New York in the name of their High Mightinesses, The Lords States General of the United Netherlands." The fort was renamed Fort William Hendrick, and New York now became New Orange. Thus again New Netherland became a Dutch dependency, and subject to "Their High Mightinesses."

Anthony Colve, captain of one of the vessels composing the Dutch squadron, was invested with chief authority, and the name New Orange was substituted for New York. August 12, 1673, a demand to surrender was sent to "the village of Bergen and the Hamlets and Boueries thereon depending" as follows: "You are hereby ordered and instructed to despatch Delegates from your village here to us, to treat with us on next Tuesday, respecting the surrender of your town to the obedience of their High Mightinesses, the Lords States General of the United Netherlands, his Serene Highness the Prince of Orange, or on refusal so to do, we shall be obliged to constrain you thereunto by force of Arms." As may be imagined, the inhabitants of Bergen were but little disturbed by this summons. Loyalty to their old government may have influenced their prompt submission, at any rate, but a few days after they sent in a list of names of some of their chief citizens, from which the authorities at New Orange might make a selection for their magistrates. From these the following were selected: Schout and secretary, Claes Arentse Toers; as schepens, Gerrit Gerrits Van Wageningen, Thomas Fredericks, Elias Michelsen Vreeland, and Peter Marcellissen. Three days later they were summoned to appear at New Orange to take the oath of allegiance, as follows: "Whereas, we are chosen by the authority of the High and Mighty Lords the States General to be Magistrates of the Town of Bergen, we do swear in the presence of Almighty God to be true and faithful to said authority, and their Governors for the time being, and that we equally and impartially shall exercise justice between party and parties, without respect to parties or Nations, and that we shall follow such orders and instructions as we from time to time shall receive from the Governor and Council," etc. At the same time they were notified "that the Commanders shall visit their town on Sunday after the sermon, in order to administer the oath of allegiance to all their people." On August 27, 1673, the commanders and members of the Council of War of New Orange went over to Bergen as announced. The citizens had gathered at Bergen square in anticipation of their arrival, and at the drum beat it was found that sixty-nine of the burghers had appeared. These took the required oath of allegiance. The full number of the inhabitants of Bergen and dependencies of proper age was seventy-eight, the roll thus showing nine delinquents. The magistrates were admonished to forward the oaths of those who were absent. Caspar Steinmets was appointed captain of the newly formed militia; Hans Diederick, lieutenant; and Adrien Post, ensign. Whether Steynmet's continued prominence in public affairs had excited jealousy or criticism is not stated, but a petition was sent to the Council by Ide Van Vorst and Claes Jans "requesting substantially that Caspar Steynmets may not be allowed any more privileges than were granted him under Mr. Stuyvesant's government." The reply was in accordance with the requests of the petitioners.

Although the government of Bergen had been regularly and lawfully constituted with power over the surrounding settlements and dependencies, there was a disposition on the part of the latter to ignore its authority. Their rebellious attitude led to differences and legal proceedings, but even then in some cases the decisions of the local court were disregarded and consequently the whole proceedings were carried to the general government at New Amsterdam for final adjudication. As an instance of the unwillingness of the outlying communities to submit willingly to the direction of the court, we find the inhabitants of Gemoenepau (Communipaw), Mingaghque and Pemrepogh refused to pay their school taxes. The instruction of the young was considered of the first importance, and in fact was one of the tenets of the church.

The village government had imposed a *pro rata* tax upon all the dependencies for the support of the schoolmaster, but as stated, the settlements rebelled, some perhaps because of religious differences, others because of unwillingness to be taxed for something of which they could not receive immediate benefit. In response to an appeal by the village of Bergen, the Council at New Orange issued the following order of date December 24, 1673: "The Schout and Magistrates of the town of Bergen, requesting that the inhabitants of all the settlements dependent upon them, of what religious persuasion soever they may be, shall be bound to pay their share toward the support of the Precenter and Schoolmaster &c., which being taken into consideration by the Governor and Council, It is ordered, That all the inhabitants without any exception shall pursuant to the Resolution of the Magistrate of the Town of Bergen, dated December 18th, 1672, and subsequent confirmation, pay their share for the support of said Precenter and Schoolmaster." The outlying communities still persisting in ignoring the command, notice thereof was sent to the Council by the schout and schepens stating "that some of the inhabitants of their dependant hamlets obstinately refuse to pay their quota" to the support of the precenter and schoolmaster. As a result, the Governor and Council ordered the schout to proceed to immediate execution against unwilling debtors. Even after this demand, the inhabitants of the beforementioned sections still persisted in their rebellious attitude, and the matter was again brought to the attention of the authorities at New Orange, who ordained that the penalty as determined upon should be enforced. The final result to the controversy is not specified, but doubtless the decision was regarded as final, and the majesty of the law vindicated.

Though the inhabitants of Bergen continued to devote themselves to the improvement of their holdings, there was considerable dissatisfaction not only on account of the uncertain tenure and undefined bundaries of the land settled upon, but the "outdrift" or common lands were also a subject of controversy. Especially the land considered as such lying between Communipaw and Bergen was subject to averse claims and caused much bickering, and although several agreements were entered into, they seem to have been only tentative. The cattle belonging to the two hamlets intermingling, became subject to claims of different ownership and hence were the cause of constant dispute. Finally appeal was taken to the authorities at New Orange, whereupon the following order was issued, May 24, 1674: "The Schouts and Magistrates and Commonalty of the Town of Bergen, complaining by Petition that over two years ago, a question arose between the Petitioners and their dependant Hamlets of Gemoenepau, Mingaghque and Pemrepogh, respecting the making and maintaining of a certain common fence to separate the cattle, the Council at New Amsterdam ordered and commanded them to promptly regulate themselves according to the decision or arbitration." For the time being the difficulty was settled, although in after years the same trouble renewed the strife.

But the feeling was prevalent that the English government would not so easily abandon the territory they had so decidedly claimed as their own, and hence it was thought prudent to strengthen the defences at New Orange, and to notify the outlying communities of the possible danger. Consequently Governor Colve issued the following proclamation, which was sent to all the outlying communities:

Whereas the fortifications of the City of New Orange are by the good zeal and industry of its burghers, so far completed as to be now on the eve of perfection when this City shall be in

such a state of defence that it will be capable (under God) of resisting all attacks of any enemies which might be expected to come hither: nevertheless, considering that in such case it would not be possible to defend all the surrounding villages and out places of this Province, but that their safety must depend alone on the preservation of said City, as previous experience has made manifest: therefore I have deemed it necessary hereby strictly to order and command all out-people of the Dutch Nation, dwelling in the respective circumjacent towns, and on the Flatland that they repair to the aforesaid City of New Orange, without any delay, provided with proper hand and side arms, on the first notice they shall receive of the enemy's approach, or even of the coming of more than one ship at the same time, whether it be with the Prince's Flag or otherwise, on penalty that all who will be found negligent therein shall be declared traitors and perjurers and consequently be proceeded against as enemies, or be punished with death and confiscation of all their goods, as an example to others: and all Schouts, Magistrates and Militia Officers of the respective towns to whom these shall be transmitted, are ordered and commanded to make known this our order without any delay in their respective towns and dependencies thereof, by publishing and posting the same, to the end that no man plead ignorance in the premises, and furthermore take care that this our order be duly observed and executed according to the precise tenor thereof.

Done at Fort Willem Hendrick, this 13th of March, 1674.

On the 22nd of March following, notice was sent to the schouts of Bergen, the Dutch towns on Long Island and Haerlem, as follows: "You are hereby required and ordered to notify the Dutch towns situated in your District, to commission each of them a Militia officer and Magistrate from their respective towns, with whom you will repair on Monday next at ten o'clock in the forenoon, to the City Hall of this City, when I intend to have some conference with you on the present state of the country." Bergen sent as her representatives, Schout Claes Arentse Toers and Captain Caspar Steynmetz. The deputies selected replied that "they were altogether resolved to obey, and to observe their Honor and Oath, requesting only that notice be sent them in time, and some sloops and boats dispatched to the following towns to convey the people hither, viz., to Bergen some boats, to Utrecht and Gowanis two sloops, to Bushwick one sloop or boat." In order that suitable vessels should be provided, Cornelis Steenwyck and Cornelis Van Ruyven were commissioned to carry out the orders promptly, 26th March, 1674.

But these precautionary measures were all for naught, for while these preparations were being made, negotiations were proceeding for the establishment of peace between England and Holland, and July 9, 1674, the treaty of peace between the two nations was concluded, by the terms of which the territory of New Netherland was restored to English rule, which was continued until the close of the Revolutionary War.

Again the change in ownership of the territory of Bergen required a new oath of allegiance to the English King. This was taken without delay. The inhabitants had experienced a somewhat similar change, and had no reason to fear any unjust treatment. As long as their rights and privileges were not to be interfered with, they cared little whether the government was Dutch or English. They were assured that they should enjoy their possessions and dispose of them as they pleased, which liberal terms doubtless somewhat influenced their prompt submission. However, the different changes in government caused apprehension lest some of the land grants might be somewhat defective, consequently Charles II., June 29, 1674, made a subsequent grant to the Duke of York, confirming the original grants, although describing the property somewhat indefinitely as "all the property from the City of New York eastward to the Connecticut river, westward along the coast beyond the Delaware river, and to the northward up Hudson's river so far as Schenectady, and from thence to the lakes of Canada, and thence westward so far as the Senecas land or the Indians' hunting reacheth." In order to carry out the



ORIGINAL SHORE LINE AND TOPOGRAPHY OF "OLD BERGEN," NOW COMMUNIPAW—
LOWER JERSEY CITY AND HOBOKEN

design of perfecting the land titles, the Duke of York, July 29, 1674, repeated his grant to Sir George Carteret. By various transfers the Province of New Jersey had come into the possession of Sir George Carteret, E. Billinge, William Penn, Gawen Lawrie and Nicholas Lucas, and on July 1, 1676, what was called the "Quintipartite Deed" was agreed upon and signed by these five men, dividing the Province into East and West Jersey. By this conveyance Sir George Carteret became sole owner of East Jersey, while West Jersey fell to the ownership of the remaining four.

With the increase of population, questions of dispute were constantly arising and it was found necessary that some more formal and convenient way of settlement should be devised. The General Assembly convened at Elizabethtown in November, 1675. For the convenience of the several groups of settlers who had gathered in different parts of the country, counties were formed, and by enactment it was determined that courts in each year should be kept in each county in March and September, as follows: Bergen and the adjacent plantations to be a county; Elizabethtown and Newark to make a county; Woodbridge and Piscataqua to be a county; and the two towns of Nevysink to be the fourth.

It will thus be seen that while there were no exact boundary lines established, the evident intention was to designate some central point where the court should be held for the convenience of the surrounding neighborhood. To remedy this indefiniteness, the Assembly established divisions as follows: Bergen county is to contain "all the settlements between the Hudson and Hackensack rivers, beginning at Constable's Hook and so to extend to the uppermost bound of the Province northward between the said rivers, with the seat of government at the Town of Bergen."

Sir George Carteret by will dated December 5, 1678, devised all his interest in East Jersey to trustees, directing it to be sold for payment of his debts. He died in 1679, and his property was sold in accordance with the provisions of his will and was purchased by William Penn and eleven associates who were known as "The Twelve Proprietors." They with twelve others became the owners and Proprietors of New Jersey. The property sold by these Proprietors from time to time was subjected to an annual rent of one half-penny per acre, which was afterward compounded for £15 sterling per annum. The payment of this charge was neglected, and a controversy arose between the freeholders of Bergen and the Lords Proprietors. They felt that the rights as granted to them by the Dutch government, which were explicitly confirmed by the Carteret charter, were being ignored, and they hence refused to comply with the unjust demand. These were turbulent times for the Province of New Jersey. Because of the indifference or incompetency of the governing powers, the people were kept in a continual state of unrest. The Proprietors refused to recognize the Indian titles, and consequently there was an uncertainty as to the ownership of land. The laws that were enacted were resisted, and, in common with other sections, the people of Bergen refused to submit to the exactions and repudiated any claim of rental. One of their number was arrested for the debt. A compromise was finally effected, and in consideration of the payment of \$1,500 such annual rental was extinguished. A general release was given, dated October 5, 1809.

In 1693 the limits of Bergen county were enlarged according to the following description: "Beginning at Constable's Hook, so up along the Bay and Hudson's river to the partition point between New York and New Jersey,

along this line and the line between East and West Jersey to the Pequannock river, down the Pequannock and Passaic rivers to the sound (Newark bay), and so following the Sound to the place of beginning." This description covers practically the territory embraced in the present counties of Hudson, Bergen and Passaic. In the same year, 1698, for the better control of local matters, the different counties were divided into townships. Bergen county was divided into three townships, viz., Bergen township, New Barbadoes township (now known as West Hudson), and Hackensack township. Bergen township included all the territory purchased by Governor Stuyvesant from the Indians in 1658 (the present Hudson county east of the Hackensack). Hackensack township is described as "all the land between the Hudson and Hackensack rivers, that extends from the bounds of Bergen township to the partition line of the Province." New Barbadoes township as "all the land on the Passaic river above the third river and from the mouth of the said third river northwest to the partition line of the Province, including also all the land in Barbadoes Neck, betwixt the Hackensack and Passaic rivers, and thence to the partition line of the Province (comprising present Kearney, Arlington, Harrison and East Newark).

The government of these divisions was through a township committee, chosen each year at a meeting of the citizens duly called. At this time, matters of public interest were openly discussed, especially the raising of monies and the manner of their expenditure. Owing to the extent of the territory and for the better accommodation of the people of Bergen township, the elections were held on two successive days, one day in the upper part of the township, and the next in the lower part. In 1804 the polls were held at the "Three Pigeons," New Durham, and closed the following day at the Stuyvesant Tavern, which stood at the corner of Bergen and Glenwood avenues, in Bergen Town. The laying out and the maintenance of roads seems to have been regarded as the most important function in those early days, and for their better control, Bergen township was divided into nine road districts, each under the supervision of an overseer. To meet the expenses, a road tax was laid, which the land owner was permitted to work out in lieu of the payment of money. These districts were designated by the names of Bergen Point, Pambrepogh, Communipaw, Bergen, North Bergen, Secaucus, New Durham, Weehawken and Bulls Ferry.

The rich farming county lying in and adjacent to the valley of the Hackensack attracted the attention of the settlers, and in 1670 a company of Hollanders purchased from the Indians what was known as the "Acquackononk Grant." This grant covered much of the territory of the present Bergen county. Many of the grantees moved thither and were followed by others. June 8, David Demarest purchased from the Indians a large tract of land extending from the Palisades on the west bank of the Hudson to the Hackensack river, and extending north about six miles, and with a company of Huguenots settled on this tract. The withdrawal of most of the Indians and the continued friendship of the few remaining, gave confidence to the settlers, and they spread out farther into the country. It will thus be seen that the village of Bergen with its dependencies was fast losing its distinctive character as the most populous section of the county.

The enlargement of the territory of the county of Bergen and the continuing increase of population in the northwestern part, demanded better and more central court facilities. Until 1709 Bergen village was the county seat, and hence the place for holding the county courts, but at this date the village

of Hackensack was designated as being more centrally located and more easily reached by the majority of inhabitants, and hence was selected as the county seat, and the county courts were removed thither.

Meanwhile the inhabitants of the Township of Bergen pursued the even tenor of their way. The growth of their population and the clearing away of the woods had in a great measure driven away the fur-bearing animals, the capture of which had been a source of livelihood in earlier days, and hence the cultivation of the soil was found to be more remunerative. Most of the adventurers had disappeared, leaving behind them a thrifty, industrious community, who devoted themselves to the raising of cattle and produce suitable for the markets of the neighboring city of New York.

CHAPTER V. CHANGING CONDITIONS.

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In 1700 the Inhabitants of the Province addressed a Remonstrance to King William complaining "that notwithstanding the settlers had purchased lands at their own cost, the Proprietary Government or their agents, without any pretended process of law, have given and granted great parts of said lands by Patent, to several of the said Proprietors and others as they see fit, and that although there was a pretense of government, they were without defense or magistrates to put the laws into execution, and pray for a fit person for Governor qualified according to law, who as an indifferent judge may decide the controversies and settle all differences. That there did not remain among them the shadow of law or gospel, having neither judge or priest."

April 17, 1702, the Proprietors surrendered the government to the Crown and Lord Cornbury was constituted Captain-General and Governor-in-Chief. He called the New Jersey Assembly together at Perth Amboy, November 10, 1703. He soon showed his incompetency, and in 1708 he was recalled and Lord Lovelace was appointed in his stead. He summoned the Council to meet him at Bergen, December 20, 1708. His death occurred a short time after, and in 1709 Robert Hunter was appointed his successor. His administration was more successful, and all difficulties were adjusted. In 1709 Bergen is described as follows: "In situation on Hudson's river, opposite and adjacent to New York, it opens an advantageous intercourse with that market. Their lands are generally good for grass, wheat or any other grains. The inhabitants of the country being descendants of the low Dutch, or Hollanders, that originally settled there under the Dutch title, preserve the religion of their ancestors, and worship after the manner of the Reformed Churches in the United Provinces—in principle Presbyterian, yet in subordination to the Classis of Amsterdam. Their language in general bears the Dutch accent, nor have they forgot the customs of Holland."

Again the several changes of government had created a distrust in the minds of the people as to the validity of their titles to their land. To allay such apprehensions and make such titles sure, the freeholders of Bergen presented a petition asking for relief, and January 14, 1714, Queen Anne granted a new charter to the following representatives of the town of Bergen; and which was confirmed by the Council, March 13, 1714:

Whereas our loving subjects Andreas Van Buskirk, Barnet Christian, Enoch Freeland, Rutt Van Horne, Frederick Culper, Wonder Dedericks, and John Diedericks, Freeholders and Inhabitants of the Town of Bergen in the County of Bergen, * * * have set forth that their ancestors and predecessors, Freeholders of the said Town, have possessed, held and enjoyed divers lands, tenements and hereditaments, and used and received divers privileges and

immunities by virtue of a Grant or Patent sealed with the seal of the Province of New Jersey and signed by Philip Carteret late Governor of this Province and his Council * * * and whereas divers of the said lands remain in common and undivided for the general good and benefit of the Freeholders and Inhabitants of said Town, on which said lands the neighboring towns and settlers do commit great waste and spoils in cutting down and carrying away great quantities of their timber, who cannot be relieved in the premises in the ordinary course of Law or Equity through some defects in the Grant of Incorporation aforesaid, which to prevent for the future they have prayed our Charter or Patent of Incorporation, which request we being willing to grant, know ye, that of our Especial Grace certain knowledge and mere motion, we have given, granted, Ratified and confirmed, and do by these Presents for us our heirs, successors forever, give, grant, ratify, and confirm unto Andreas Van Buskirk, &c., * * * that they and their successors forever hereafter shall and may have a perpetual succession of the number of seven of the principal Freeholders and Inhabitants of the Township of Bergen, who shall be the Trustees of the Freeholders Inhabitants of the Township of Bergen, * * * it shall and may be lawful to and for the said Trustees of the Freeholders inhabitants of the Township of Bergen, in any of our Courts within our said Province of New Jersey, to sue and be sued, answer and be answered to, Implead and be Impleaded, Defend and be defended. Also giving power to make rules and regulations, appoint certain Officers, &c.

It will be remembered that at the early founding of Bergen, Governor Stuyvesant granted to the inhabitants of Bergen all the land purchased by him from the Indians in 1658 excepting such as was already established under certain specified conditions. Thus the lands outside the palisaded village became common lands and were called "outdrift," to be used for wood-rights and pasturage and pasturage in common. Under these conditions, controversies arose because of encroachments upon the common lands by some of the more ambitious, who enclosed as their own property land outside the bounds of their grants. Finally, as a means of tentative settlement, an agreement was entered into by the freeholders that until the grants were properly surveyed the disputed territory would be abandoned by the claimants until a proper adjustment could be made.

The difficulties arising from the unauthorized occupation and despoiling of the common lands by individuals became so vexing and caused so great unpleasantness, that the freeholders endeavored to reach a satisfactory and amicable settlement, and in pursuance thereof the following named persons entered into an agreement in terms herewith presented: Daniel Van Winckell, Zacharias Sickels, Cornelius Blinkerhoff, Casparus Pryor, Dirck Cadmus, Michel Cornelisse Vreeland, Jacob Van Wagenena, Ide Sip, Cornelius Garrebrant, Hendrick Vanderhoof, Abraham Diedericks, Gerritt Newkerck, Andraes Van Boskirk, Marten Wennen, Johannis Gerritse, Antje Pietersen, Hendrick Sickelse, Arent Toers, Geret Roose, Johannis Van Houte, Catherine Van Newkerk, Johannis Vreeland, Altie Diedericks, Abraham Sickels, Myndert Gerbrants, Johannis Diedericks, Peter Marcelise, Hendrick Van Winckell, Laurens Van Boskerck, Jacob Van Horne. After citing grant of Philip Carteret, dated September 22, 1668, etc., the agreement continues:

And whereas, since the making of said Charter and Grant, sundry of the said Freeholders have, at sundry times, surveyed taken and used and improved to their own use and benefit sundry lotts, pieces and parcels of the Common and undivided lands lying and being within the said Township and Corporation of Bergen without any Warrant, power or authority for so doing and without the consent of the major part of the Freeholders of said Township for that first had and obtained, and have used and enjoyed the same with their Patented lands, by means whereof it is not known how much of the said Commons have been taken in by the said Freeholders nor can the same be found out or discovered without a particular survey of such Patents have been added to, wherefore the said parties have agreed as followeth:

Imprimis, It is agreed by and between all and every the parties to these presents that whatever part of the Common and Undivided lands have been by them or either of them at any time heretofore taken up, used, or claimed and added to their patented or purchased lands, shall forever hereafter be deemed taken and adjudged, and shall remain and continue in common 'till a division be made of the said Common and undivided lands.



TISE'S TAVERN—JERSEY CITY



SECOND PARSONAGE—BERGEN CHURCH
NORTHWEST CORNER BERGEN SQUARE, JERSEY CITY

The survey was to be made within eight months from the date of the agreement, and each one bound himself to aid in every way to hasten a settlement by submitting all grants, deeds, etc., affecting the respective parcels of land, and in the meanwhile not to cut any more timber than was absolutely necessary for building repairs, fencing and firewood for his own use only. Notwithstanding this agreement, permanent peace was not secured until the year 1763, when on December 7 an act was passed by the General Assembly, entitled "An Act appointing Commissioners for finally settling and determining the several rights, titles and claims to the Common lands in the Township of Bergen, and for making a Partition thereof in just and equitable proportions among those who shall be adjudged by the said Commissioners to be entitled to the same." Under this act, Jacob Spicer of Cape May, Charles Clinton of Ulster county, William Donaldson and Azariah Dunham of New Brunswick, John Berrian of Rocky Hill, Samuel Willis of Long Island, and Abraham Clarke, Jr., of Elizabethtown, "be and are hereby appointed Commissioners for making Partition of the Common lands of the Township of Bergen, and are authorized and required to divide the same in the manner hereafter directed." They should give public notice of time and place of such survey and division, having power to enter upon any land when necessary in order to carry out their purpose. They were to set apart sufficient of the Common lands, the sale whereof would be sufficient to defray all charges and expenses, being especially cautioned to "have regard to the right and allotments due to the church and free shools as in said charter specified." They were "authorized and required to hear and finally determine according to their discretion, the said claims of the said inhabitants being freeholders, which determination shall be final and conclude all persons whomsoever." They were likewise to make two field books. The work was thoroughly accomplished, and their report forms the basis of the Land Titles in Hudson county.

With the settlement of this vexing question that had so long disturbed the peace of the community, the people of Bergen settled down to their ordinary occupations with complacence. Because of the peculiar topography of the township of Bergen, the inhabitants of the village and immediate surroundings formed a community of their own. The continuation of the rocky formation of the Hudson Palisades reaches Weehawken Heights at an altitude of 300 feet above tidewater and continues from thence by a gradual descent to the Bayonne section, forming what is now known as Jersey City Heights, and separating the waters of the Hudson and Hackensack rivers. At the foot of these heights gathered the sand and detritus of ages, forming on both sides of the elevation a morass of considerable extent bordering the rivers. This marsh land prevented easy access or egress, and consequently the people lived in a great measure separate and apart from outside activities. Several families had located at Communipaw, a few at Pembrepogh and Mingaqua, one at Constable's Hook, and on the high ground at Hoboken Aharsimus and Poulus Hook were two or three others, but as a rule the houses of the settlers clustered about the village of Bergen, while isolated farm houses appeared at intervals over the surface of the hill.

They were a farming community, and their proximity to the New York markets was an incentive for their industry. The fertility of the soil rendered ample recompense for its cultivation, and the little communities grew apace, presaging a future growth and development. Along the shore the farmer fishermen were attracting many to their numbers, who were allured by their evident thrift and comparative prosperity. They were able to supply

most of their simple wants through their own industry. There was a hard practical side to life in those days, that in these times of labor-saving machines and comforts can hardly be appreciated. Then housekeeping meant hard personal work, and the daily duties of the family circle demanded an economical use of every passing hour. The clothing was not only made by hand, but the cloth from which it was fashioned was made from the flax and wool spun and woven by the homely carding board and spinning wheel. The young girl was early taught the use of the needle, and was given her share of the household sewing, while the old grandmothers' trembling fingers knitted the stockings and mittens for the family. The mother, or "haus vrouw," as she was called bustled about keeping an eye on all domestic activities. The visits to the city was made for the most part in their own periauguas for the purpose of disposing of their farm products and procuring the few luxuries they craved. Therefore, notwithstanding their partial isolation, the inhabitants of Bergen were well informed of transpiring events, for on his return the traveler was eagerly questioned at the nightly corner store gathering, concerning what he had seen and heard. The troubles with the Mother Country were beginning to assume a threatening aspect, and, in common with other communities, the people of Bergen were somewhat disturbed, and watched the growing trouble with Great Britain with much interest. As a rule, they were more concerned with the development of their lands than with the threatened invasion of their political rights and privileges; they were content to live their own lives regardless of the upheavals in the outside world, consequently until the actual breaking out of strife, there were comparatively few who were interested in the pending controversy.

The first conveyance by the West India Company of lands within the limits of Pavonia was to Abraham Isaacsen Planck, dated May 1, 1638, as follows: "This day, date underwritten, before me, Cornelius Van Tienhoven, Secretary of New Netherland: appeared the Honorable Wise and Prudent Mr. William Kieft, Director General of New Netherland, on the one part, and Abraham Isaacsen Planck on the other part, and mutually agreed and contracted for the purchase of a certain parcel of land called Powles Hook, situated westward of the Island Manhattan, eastward of Aharsimus, extending from the North river unto the valley which runs around it there, which land Mr. Kieft hath sold to Abraham Planck, who also Acknowledges to have bought the aforesaid land for the sum of 450 guilders, calculated at 20 stivers the guilder, which sum the aforesaid Abraham Isaacsen Planck promised to pay to the Hon. Mr. Kieft in three yearly installments." The value of one stiver may be estimated as five cents in our money. Powles Hook was purchased by Planck for the sum of \$450.

Governor Peter Stuyvesant, who succeeded Kieft, granted to Ide Cornelius Van Vorst, April 5, 1664, a plot of ground at the head of Harsimus cove, southwest of the wagon road, which became his homestead lot, and likewise other additional property lying to the south of Aharsimus and extending to Jan de Lacher's Hook, for all of which, after the acquisition of New Netherland by the English government in 1668, he received from Governor Carteret a deed of confirmation.

North of Van Vorst's holdings and reaching to the limits of Hoboken, was the West India Company's farm, which the Company had reserved for its own use after Pauw had relinquished his right to the territory. It will be remembered that at the time of the surrender to the English, the property rights of the Dutch were guaranteed in the following terms: "All people shall con-

tinue free denizens and shall enjoy their houses, lands and goods, wheresoever they are within this country and dispose of them as they please."

It will thus be seen that these three tracts comprising all the land lying south of Hoboken to Communipaw cove, was divided between Planck, Van Vorst and the West India Company's farm, and was under the control and within the limits of the township of Bergen by virtue of the grant of Governor Stuyvesant, dated October 26, 1661.

At the breaking out of the war between England and Holland in 1655, Governor Nichols declared all the property of the West India Company, both real and personal, confiscated to the King, and after the occupation of the country by the English, the Company's farm became the common property of the Duke of York, on whom Charles II. bestowed the country of New Netherland, and hence it became known as "The Duke's Farm." Although under the terms of capitulation the ownership of this plot was vested in the Company, the English governors disregarded the claims of the Company and exercised all the powers of ownership as though belonging to the Duke. But the freeholders of Bergen were unwilling to relinquish their rights and claimed ownership by virtue of the charter of 1668.

In 1667 Governor Carteret "granted and confirmed unto Nicholas Varlett and Nicholas Bayard a certain plantation lying in the Kill von Kull known in the Indian language as Siskakus, which was lawfully purchased from the Indians * * * on the 8th day of January, 1658, the said plantation, etc., both upland and meadow, the sum of 2,000 acres English measure." Some years afterward, in 1674, the Indians claimed title to this land, claiming it was not included in the deed to which allusion was made. After considerable controversy the Indians thought "they ought to have a present of an anker of rum" if they surrendered their claim. This was acceded to, and the title was thereupon made complete. April 24, 1676, Edward Earle, Jr., of Maryland, purchased the whole tract, and three years thereafter conveyed an undivided half to Judge William Pinhorne. In 1682 the property was divided, the northerly half being allotted to Earle, while the remainder, or southerly half, became the property of Pinhorne. A creek of goodly size bounded the easterly limit, which was named Pinhorne creek, later corrupted to Penhorn creek, by which name it is known at this day. In later years as the population of Bergen township increased, it was found necessary to provide for the common care and protection of the poor, and Secaucus was determined upon as the most suitable spot for the "Poor House Farm." April 29, 1820, the freeholders of the county of Bergen purchased 200 acres of land for the sum of \$5,000, and six years later added thereto seventy-four and three-quarter acres at a cost of \$592. Previous to this purchase, the care of the poor rested upon a somewhat uncertain basis, as the custom prevailed of allotting their care to such as would undertake to provide for them at the least expense to the county.

September 13, 1698, Cornelius Van Vorst (2nd) purchased from Planck, Poulus Hook, under the same description as conveyed by the West India Company to Planck sixty years before, and he therefore became sole owner of all the land below the hill between the Duke's farm and Communipaw Cove. He here maintained his farm and ruled over his household with feudal power. He died at a good old age, and his descendants continued closely identified with the growth and development of the more modern city.

Paulus Hook was beginning to attract attention, and its advantages as a shipping point recognized. This was not only because of its location, affording a short and direct communication with New York City, but because of the

activities of the Van Vorst family in its improvement. The energy and enterprise of Pauw's old superintendent had descended to his progeny, so that there had been a continuous development from the old Indian times. Sometimes their energies were directed in divers directions. We find Ide, the son of the old superintendent, fined three guilders because he allowed his servants to "race on Sunday evening after sermon, with horses and wagons and much noise and singing, from which great damage and disaster might have arisen." Cornelius the third, son of Ide, was a member of the Provincial Assembly in 1751. His son Cornelius developed strong sporting proclivities, while at the same time mindful of more material matters. In 1753 he established a race course on Poulus Hook that became the gathering point for the sporting community of New York City as well as of the surrounding localities. This was just as successful an advertising agency in those days for old Poulus Hook as Boyle's thirty acres is at the present day for Jersey City. The race course was located on the high ground near present Varick and Montgomery streets, and a road connecting it with the Van Vorst mansion by means of the old road built from thence to the church at Bergen.

In 1724 one Archibald Kennedy, one of the King's officials at New York, claimed to have secured title to the "Duke's Farm," through the Proprietors. That it was attractive as a place of residence appears from the following description. In 1731 it is said to be "a place called Harsimus over against New York. * * * It contains about 400 acres, but out of this there's two small pieces, one of twenty acres and another of six acres belonging to other parties. It has on it a very good country house and barn, about 500 apple trees; there's of stock, 27 black cattle, 72 sheep, some horses, hogs and other country stock all belonging to Mr. Kennedy. Which land, stock and all together he would sell now for 3,000 pounds, which is a moderate price when it is considered that the lands thereabout sell very commonly for 20 pounds an acre."

The claim of Kennedy was ignored by the freeholders of Bergen, who were unwilling to recognize the right of the English government to dispose of the property they considered was their own by virtue of the confirmation deeds of Carteret. Consequently they challenged Kennedy's title to the old West India Company's farm. Their claim being ignored by him, their indignation was very forcibly expressed and they began to annoy him actively. He found his crops destroyed, his fruit trees girdled or pulled up, his farm animals maltreated, and his servants annoyed in many ways. Every effort was made to bring the matter to a legal conclusion, but to no avail. Several trespasses were committed so that the title might be legally passed upon. Finally, in 1753, Kennedy brought suit thereon at Amboy. Van Vorst defended the suit, claiming his right to enter upon the property by virtue of being a freeholder of the corporation of Bergen, citing the charter with its guarantees. The verdict was in his favor, but he was unable to secure full possession. The breaking out of the Revolutionary War prevented any further action during its continuance, but at its close hostilities were renewed and the controversy continued until 1804, when both claimants joined in disposing of the farm to John B. Coles, and adjusting the division of the proceeds amicably.

Although the Communipaw ferry afforded opportunity for crossing the river to New York, Van Vorst was not slow to perceive the advantage of establishing a ferry in direct communication from Powles Hook to the city, as a means of more quickly developing his property not only, but by the establishment of a stage line in connection therewith he could offer a shorter and quicker route to the west and south. Previously the travel to Philadelphia

from New York was confined to water route to Amboy and stage from that point, but in 1764 the new line by ferry from New York to Powles Hook and stage *via* Bergen Point and Staten Island to Philadelphia was determined upon, and the announcement is made in the "New York Mercury" of July 2, 1764:

The long wished for Ferry is now established and kept across the North river from the place called Powles Hook to the City of New York, and boats properly constructed, as well for the conveniency of the passengers as for the carrying over of horses and carriages, do now constantly ply from one shore to the other. The landing on the New York side is fixed at the dock commonly called "Mesier's dock," and at Powles Hook which is nearly opposite to the said dock, the distance being three-quarters of a mile: and as the boats may pass and repass at all times of the tide, with almost equal despatch, it is thought the most convenient place for a ferry of any yet established, or that can be established, from the Province of New Jersey to the City of New York; and what will give it preference by far of all the other ferries in the winter season, is that rarely a day happens but that boats may pass at this ferry without being obstructed or endangered by ice. Constant attendance is given at Powles Hook by Michel Cornelissen, where the best of stabling and pasture is provided for horses.

In connection with the ferry, a road was established leading from the landing along the present line of York street, turning northwesterly at Washington across to about Warren, near Newark avenue, and afterward extended along the line of present Newark avenue across the marsh through Van Vorst's land to and over Bergen Hill. Another road ran from the ferry road, approximately along Railroad avenue, becoming a part of the Post road, continuing along and ascending the easterly side of the hill along present Mill road to Mercer street, and thence across to Bergen avenue (the road mentioned as opened from Hendrick Sickel's barn, which stood on the present Winner property at Montgomery street and Bergen avenue), to a point opposite the church on Staten Island, forming the stage route from Powles Hook to Philadelphia, the route being from Powles Hook *via* Bergen and Bergen Point through Elizabeth to Philadelphia in three days.

Michel Cornelison, one of the founders of the ferry, erected a building at the ferry landing for the accommodation of travelers, thus combining in his transportation service ferriage, hostelry, and land carriage. But Van Vorst's rights of ferriage were not secured without opposition. Again he found himself confronted by his old opponent Kennedy, who, envious of the exclusive privilege of ferriage claimed by Van Vorst, endeavored to secure for himself the same monopoly, petitioning the New York Common Council for "the exclusive right to establish a ferry between New York and the Jersey Shore." Van Vorst, with true Dutch pertinacity, opposed the granting of such petition, stating that he had been subjected to great expense in erecting his ferry at a "place called Powles Hook, lying in the County of Bergen," and that he had been obliged to maintain a causeway one-half mile long and a lane nearly twice as long in connection therewith; he therefore petitioned the board "to establish and regulate the ferry on such reasonable terms as would be for the Public good." It would seem that no previous application had been made by him for permission to establish a landing on the New York side, but he had taken for granted that his effort to establish a regular route from the city would be recognized as a sufficient reason for its continuance. A committee of conference was appointed by the Common Council, and Van Vorst's proposition was accepted, and he was given the right of dockage at "the ground or pier of Nicholas Roosevelt, foot of Thomas street."

The ferry, however, passed through a series of tribulations. Van Vorst, as the owner, made several successive leases to different parties; however, it was continued until 1804 with an equipment of a few rowboats, with extra

oars which were manned as occasion required by the passengers, a couple of open sail-boats to be used when the wind was favorable. It was not very long after the opening of the ferry and stage route before others were disposed to secure a portion of the growing traffic. In October, 1764, one Sovereign Sybrant advertises that he "had fitted up and completed in the neatest manner a new and genteel Stage wagon, which was to set out from Philadelphia on Monday, and get to Trenton that day; the next day to Sybrant's house, known by the sign of the Roebuck, two miles and a half from Elizabethtown, where with a good assortment of Wines and Liquors, and by assiduity, care, and dispatch, he hoped for the favor and esteem of the Public." On Wednesday the stage reached Powles Hook by the new post road over Bergen, and returned to the "Roebuck." Thence it would start on Thursday and reach its destination on Friday.

The need of better means of intercommunication was felt, and from time to time several acts were passed by the Assembly relating to the opening up and maintaining roads. The route through Bergen and Bergen Point was found too indirect for convenient communication with Newark, and in 1765 an act was passed by the Legislature empowering the construction of a road "from the lower end of the great neck belonging to Newark" to connect with the above-mentioned road to Paulus Hook, and at the same time the commissioners were authorized to build ferries over the Passaic and Hackensack in connection therewith. If, however, the owners of the land abutting on the river, on the route taken by the road as projected, were willing to build and equip the ferry and keep that portion of the road passing over their property, in good repair, they could operate the same for their own personal benefit. One Captain Brown took advantage of this condition and became the owner of the ferry across the Hackensack thereunder, and for many years this was the only direct connecting link between Poulus Hook and Newark and beyond. This route was practically the forerunner of the present Lincoln highway over the Hackensack river.

Another ferry route over the Hackensack in later years was the one to which allusion is made in the account of Major Lee's withdrawal with his prisoners after his successful attack upon the English forces at Paulus Hook during the Revolution. It was located at about the foot of present St. Paul's avenue, and was a link in the route to Belleville over the turnpike constructed by Colonel John Schuyler, and was called Douw's ferry, from the name of the proprietor who, in addition to his duties as ferryman, entertained his passengers with refreshing and stimulating drinks. These ferries were equipped with row boats or scows and the attention of the ferry owner was directed to the wants of the traveler by successive blasts on a horn kept for that purpose, hanging in a conspicuous spot on the bank of the river. Another announcement states:

The wagons to be kept in good order, with good horses and sober drivers. They purpose to set off from Philadelphia and Powles Hook on Mondays and Thursdays punctually at sunrise, and be at Princeton the same nights, and change passengers and return to New York and Philadelphia the following days. The passengers are desired to cross Powles Hook ferry the evening before, as the wagon is not to stay after sunrise. Price each passenger from Powles Hook to Princeton, ten shillings; from thence to Philadelphia ten shillings, also ferriage free. Threepence each mile any distance between. Any gentleman or lady wanting to go to Philadelphia can go in the stage and be at home in five days, and be two nights and one day in Philadelphia to do business or see the market days.

From this time, other advertisements appeared, until at the breaking out of the Revolution, when regular communication was necessarily suspended, there

were a number of stage lines regularly arriving and departing from Powles Hook.

While Powles Hook had become the center of activities in the scheme of transportation, it served only as such for several years, for as late as the year 1800, we find the house built by Cornelissen for a hostelry and ferry house with the necessary stables attached were the only buildings at the Hook, and the only inhabitants were Major Hunt, the innkeeper and ferry master, with his family and those who were of necessity connected with the ferry and hotel.

Other sections of Pavonia were slowly increasing in numbers. Bergen maintained its supremacy as the seat of government. Hoboken had undergone changes since Van Putten erected his brew house in the early days. After his death, his widow married one Siebert Claussen, who evidently expected to succeed to all the property rights of his predecessor. He found, however, that Governor Kieft had leased the same property to one Dirck Claessen. Siebert appealed in vain to both Governor Kieft and Governor Stuyvesant, his successor. Finding his remonstrances useless, he appealed to the States General of Holland, but all his efforts were useless, for July 5, 1663, Governor Stuyvesant issued a patent to Nicholas Varlett for 138 morgens of land described as "beginning at the mouth of the creek that parts Hoboken from Wiehawken and by divers metes and bounds enclose the territory of Hoboken." This property was confirmed to Varlett by Governor Carteret, May 12, 1668. After Varlett's death, his heirs sold the property to Samuel Bayard, June 19, 1711. He erected a mansion on Castle Point, where he resided, amid luxurious surroundings. Bayard was a strong Royalist, and at the outbreak of the Revolution threw his influence in favor of the King, and himself joined the British army. His property thereby became subject to the rules of war, and under such, on the conclusion of peace, was confiscated, and by purchase thereunder John Stevens became the owner. He continued the improvement of the property and appropriated a considerable section to the establishment of a park (Elysian Fields), which became an attractive spot for pleasure seekers. He leased the ferry to successive parties, but in 1809 operated it himself, placing in service a boat propelled by steam. Four years later horsepower displaced this, as will be seen in the following: "March 12, 1814, John Stevens submitted a memorial to the municipal authorities of New York, that your memorialist hath constructed a boat propelled by horses or mules, which he contemplates to run on the Ferry from the foot of Vesey street, New York, to Hoboken, which he hopes will prove a substitute for a Steam boat."

In 1804 he had the property surveyed and laid out in lots as the "New City of Hoboken, offering them at public sale, April 9th, at the Tontine Coffee House, New York City; on the 10th at Hoboken; with the closing sale on the 11th at the Tontine Coffee House." Several New York merchants took advantage of the offer and purchased home sites, and in a short time the shore was lined with handsome residences fronting on lawns sloping to the water's edge. As written in 1834, "Built chiefly on one street, it contains about one hundred buildings, three licensed taverns, and many unlicensed ones, and between six and seven hundred inhabitants. It is remarkable, however, as a place of resort for the citizens of New York during the hot days of summer. The bank of the river is high, and the invigorating sea breeze may be enjoyed at almost all hours when the sun is above the horizon. In the walks along the river bank, over the grounds and in the beautiful fields, studded with clumps of trees, variegated by shady woods, the business worn New Yorker finds a momentary relaxation and enjoyment in Elysian Fields." On the bank of the river, shel-

tered beneath Castle Point, was to be found Sybil's cave. Within this a never-failing spring poured forth its crystal stream. Because of its refreshing coolness as well as on account of the medicinal property which its waters were supposed to possess, crowds daily gathered there. In 1838 an old resident paid the following tribute:

Until 1838 the village retained its primitive character. Poets and writers found here a snug and comfortable refuge, among them William C. Bryant and Robert Sands. When these gentlemen occupied their cottages under the spreading willows and elms of Hoboken, they were visited by literary celebrities of New York and from more distant cities. Some of Bryant's earliest and best pieces were written in the little white house a few rods above the Otto cottage, and there, he, Sands and Verplanck, edited in concert the beautiful annual known as "The Talisman." Wier and Cole often strayed across the river to wander among the Sylvan glades or sketch the beauties of the scenery. The ever genial Halleck was likewise a frequent visitor, and the verses he addressed to Weehawken shows the profound impression made upon his mind by the beauties of Nature:

"Tall spire and glittering roof and battlement,
And banners floating in the sunny air;
And white sails o'er the calm blue waters bent,
Green isle and circling shore are blended there
In wild reality. When life is old,
And many scenes forgot, the heart will hold
Its memory of this."

In 1839 all the property in Hoboken remaining unsold at that date was conveyed to the Hoboken Land and Improvement Company, organized by Stevens as a holding and development company, and practically all the improvements carried on since that date and continuing at the present time, have been initiated under its supervision. In 1760 the property is described as follows: "The island of Hobuck in New Jersey, directly opposite to the City of New York, lying on Hudson's river, containing between seven and eight hundred acres, two-thirds of which is upland and one-third salt meadow. It is in the best order, has on it a garden of about five acres, filled with a choice selection of English fruit such as peaches, plums, cherries, pears, nectarines, apricots, &c. The farm has a right in Bergen commons to turn out what cattle you please and be supplied with timber for fencing and firing, &c."

In 1775 Cornelius Haring informs the public:

That he intends on Monday May 1st next to open the new established ferry from the remarkable pleasant and convenient situate place of William Bayard, Esq., at the Kings Arms Inn, from which place all gentlemen travellers and others who have occasion to cross that ferry will be accommodated with the best of boats of every kind, suitable to the winds, weather and tides, to convey them from thence to the new market near the new Corporation Pier at the North river opposite Vesey street New York. * * * He takes this method to inform all gentlemen travellers and others, that he has a most elegant and convenient house suitable for the purpose, where they will be provided with lodging, eatables and liquors of the best kind. * * * The elegance of the situation, as well as it affording many amusements, such as fishing, and fowling: added to these, its being stocked with the greatest variety of best English fruits, will make it an agreeable place for the entertainment of large companies, * * * and as his boats will always be ready to attend travellers and those gentlemen and ladies from the City of New York, as well as those of the Province he lives in, at a minutes' warning, he flatters himself that he will make it so convenient, that during the summer season, such as do not choose to come over to live, may always be provided with tea, &c., pass the afternoon, have the best of fruits the season affords and return to town again before night, or honor him with their custom longer as he will be strict in having good beds for the accommodation of the gentlemen and ladies who are going to any part of the Jerseys, Philadelphia or the Northern Country, and choose to have their horses and carriages brought over that night, and set out early the next morning.

However, scarcely had the ferry been established, when the Revolutionary War broke out, making it impossible for the enthusiastic projector to carry out his well intentioned plans.

Adjoining to Hoboken on the north, Weehawken is located. It likewise came into possession of the Bayard family. In 1678 Governor Carteret, with the consent of the freeholders of Bergen, granted Nicholas Bayard "full power and authority to build, erect and set up on the water run of Wiehawken, a saw and corn mill." There were, however, certain restrictions connected with this grant which at the present day seem somewhat peculiar. He was to refrain "from cutting trees within two hundred yards of the upper part by Espatin, and within the same distance from the lower fence of Wiehawken." He was restricted to keeping only three cows, for which he was to pay to Bergen six guilders a head, and for horses nine guilders, which horses are to be work horses and no other without consent.

It is thus seen that at this time the whole territory along the shore line from Communipaw north was in the ownership of Planck, Van Vorst, the West India Company and the Bayard family, all subject to and under the control of Bergen as the central government.

In 1679 a company of Labadists visited this country, and the following extract is taken from the account of their journeyings:

* * * We resolved not to remain idle and to embrace the opportunity to cross to-morrow over the North river opposite the fort to a place called Gemoenapaen (Communipaw) as soon as we could find means of passage. We found a boat but we must wait a little. * * * It was about noon when we crossed over. Our old woman at the house had told us of another good woman who lived at this place named Fitje from Cologne, and recommended us to visit her, which we did as soon as we landed. We found her a little pious after the manner of the country and you could discover that there was something of the Lord in her, but very much covered up and defiled. We dined there and spoke to her of what we deemed necessary for her condition. She has many grandchildren, all of whom are not unjust. We continued our journey along a fine broad wagon road (present Communipaw avenue) to the other village called Bergen, a good one-half or three-quarter hour inland from there, where the villagers, who are most all Dutch, received us well and were rejoiced to see us. They inquired and spoke to us about many things. * * * We had some good cider. * * * The good ground was for the most part on the declivities of the hills. The Slangenbergh (Snake Hill) of which I had heard so much, and which I had imagined to myself was a large projecting hill, lies close by and is only a small round hill and is so named on account of the numerous snakes which infest it. It stands quite alone and is almost entirely encircled by the North Kil (Hackensack river). It is nothing but rocks and stones, with a little earth up above where a plantation could be formed. We returned to the village and lodged with one Claes Fransen, who had brought us over the river. He had a good old mother and also a brother living there. * * * We conversed with these people about spiritual things and had great enjoyment therein. We slept upon some straw on the floor, and it was lucky for us that he sold blankets, some of which he used to cover us. We have nowhere to my knowledge seen or eaten finer apples, one kind was very large, fair and of good taste, 56 of which only could be put in a heaped up bushel.

Early this morning (October 28) Claes prepared to cross over to the Manhattans to carry to market some fine fat mutton which he had killed the night before. He sold it for twee blanken (three cents) a pound. * * * It was rainy the whole morning and it stormed so hard in the night that we could not find a dry place in the house to lie in. Claes was alarmed for his boat in which we had to cross over, but going to the shore about eleven o'clock, he found it there but half full of rain water. The mast had fallen overboard and the socket was in pieces so he had some repairs to make. It cleared up gradually and he resolved to cross over, which he was the more anxious to do, because he was going to bring back Dominie Tessemaker, who had promised to come the next day and preach for them before his departure: for although there is a considerable congregation in this vicinity and they are abundantly able to support a minister, they have none, for it is not easy to obtain one, and there is no probability of their doing so as long as the country belongs to the English, though they intend to build a church next spring. For the present they have nobody except a voorleser (clerk) who performs the service for them on Sundays in the school house where they assemble.

While we were in the village of Bergen a person came to us who was willing to take us up through the North West Kil (Passaic river) where we were inclined to go, but would postpone it. * * * Monday 30th. We crossed the river in the evening at the same time the two ministers were returning, namely, Tessmaker, who preached there on Sunday as we have stated, and Nieuwenhuysen, who had administered the Lord's Supper there to-day. We went

over with Claes and it was dark when we arrived at Gemoenepaen. We followed Claes who took us to his house where we were made welcome by his old mother. My comrade went with Claes yet this evening to see the man who was to take us up the Kil, so that in case he had anything to make ready, it might be done this evening. He said it would be noon before the tide would serve to-morrow and that he had nothing else to do in the morning. We learned he was a most Godless rogue which caused us to be cautious in what we had to do with him.

We conversed this evening with the old woman in whose house we slept and this poor woman seemed to have great enjoyment and fruition, as did also her sons and others with whom we conversed. * * * Truly these are the best people whom we have found in these parts. We proceeded to look after our guide and arrange matters with him. When we were ready we went over the salt marsh to the Kil which was full an half an hour distant. * * * We felt some misgivings in our hearts on account of the Godlessness of the person who was to conduct us * * * and therefore abandoned the trip. * * * Claes having arrived we went back with him to Bergen and passed the night again at his house. * * * Putting off we came to Milfort (early name of Newark) an English village lying on high land on the south side of the creek, having left Sanfort (Petersboro or East Newark) on the right hand, which is an English village also lying on the west bank of Hackensack Kil.

One George Scott thus described Bergen and vicinity in 1680:

Near unto Snake Hill is a brave Plantation on a piece of land almost an island, containing 1,000 or 1,200 acres, belonging to Mr. Pinhorne, a merchant of New York, and one Edward Eickbe (Earle). It is well improved & stockt. Mr. Pinhorne payed for his half Five Hundred pounds.

To go back to the south part of Bergen Neck, that is opposite Staten Island, where is but a narrow passage of water which ebbs and flows between the said island and Bergen Point, called Constable's Hook. There is a considerable plantation on that side of Constable's Hook, extending inland above a mile over from the Bay on the east side of the Neck that leads to New York, to that on the west that goes to Hackensack and Snake Hill: the neck running up between both from the south to the north of Hudson's river to the utmost extent of their bounds. There belongs to that plantation about twelve or fifteen hundred acres, and is well stockt and improved; it was settled first by Samuel Edsall in Col. Nichol's time, and by him sold three years ago for six hundred pounds. There are other small plantations along that neck to the east between it and a little village of twenty families called by the Indians "Penelipe" (Pam-repogh) then one to another cottage. There are more where Lawrence the draper lives, a Dutchman, there may be 16 or 18 families; then on to Gemoenepan, which is over against New York, where there is about 40 families, within which about the middle of the neck, which is here about three miles over, stands the Towne of Berghen, which gives its name to that neck; then again northward to the water side going up Hudson's river, there lies out a point of land, wherein is a plantation and a water mill belonging to a merchant in New York.

Southward there is a small village about five or six families, which is commonly called the Duke's farme (Harsimus) and hath always paid a small annual rent to the Governor of New York, who first granted it out for two lives, but is leased out now for some years, yet is under the jurisdiction of New Jersey for government; further up is a good plantation in a neck of land almost an island, called Hobuk. It did belong to a Dutch merchant, who formerly in the Indian War had his wife, children and servants murdered by the Indians, and his house, cattle and stock destroyed by them. It is now settled again and a mill erected there by one dwelling at New York.

At Bergen is a Town Court by select men or overseers, who used to be four or more as they please to choose annually to try small causes, as in all the rest of the towns: and two Courts of Sessions in the year, from which if the cause exceed twenty pounds, they may appeal to the Governor and Council, and Court of Deputies in their Assembly, who meet once a year. The town is compact and hath been fortified against the Indians. There are not above 70 families in it. The acres taken up by the town may be about 10,000 and for the Out Plantations 50,000, and the number of inhabitants are computed to be 350, but many more abroad. The greatest part of the inhabitants which are in this jurisdiction are Dutch, of which some have settled here upwards of 40 years ago.

CHAPTER VI.

BERGEN IN THE REVOLUTION.

The peace and quietude of these rural surroundings was destined soon to be disturbed. Already the neighboring city seethed with excitement, and numerous collisions occurred between the "Sons of Liberty" and the British

soldiery, presaging that greater conflict that was even then at hand. As yet the demand for complete separation from the Mother Country had not crystallized, but the feeling of dissatisfaction and unrest, because of the unreasonable demands and unfair treatment of the Colonies by Great Britain, which culminated in open resistance, had become very general.

On the 21st of July, 1774, at a convention of the committees of the several counties of New Jersey, held at New Brunswick, the following resolution was adopted: "That the inhabitants of this Province are and ever have been, firm and unshaken in their loyalty to His Majesty King George III., and that they detest all thoughts of an Independence on the Crown of Great Britain. Accordingly, we do in the most sincere and solemn manner recognize and acknowledge His Majesty." The people of Bergen, June 25, 1774, adopted the following: "The meeting being deeply affected with the calamitous condition of the inhabitants of Boston, etc., Resolve, that we think it our greatest happiness to live under the Government of the illustrious house of Hanover, still we conceive the late Acts of Parliament declarative of their rights to impose internal taxes on their subjects of America, as manifold encroachments on our national rights and privileges as British subjects, and as inconsistent with the idea of an American Assembly. * * * We acknowledge King George III. to be our lawful and rightful sovereign, to whom under his Royal protection in our fundamental rights and privileges we owe, and will render all due faith and allegiance. We think the several late Acts of Parliament for shutting up the Port of Boston, invading the Charter rights of the Province of Massachusetts Bay, and subjecting supposed offenders to be sent for trial to other Colonies or to Great Britain * * * are not only subversive of the undoubted rights of His Majesty's American subjects, but also repugnant of the common principles of humanity and justice."

Even at this late date the unwillingness of the people of this section to consider a complete separation from the Mother Country, is clearly marked. Delegates were appointed to meet with the Continental Congress at Philadelphia in September, to consider among other matters "such prudent and lawful measures as may be judged most expedient for the Colonies immediately and unitedly to adopt, in order to obtain relief for an oppressed people and the redress of our general grievances." Although many were carried away by an exuberant enthusiasm, there were others who were filled with concern by the gravity of the situation. They could not view the complete severance of the ties by which they had been so long bound, with anything but regret. Of these latter, some were held by an earnest loyal devotion to the King, and regretted the open rebellion of his subjects; while others, although secretly sympathizing with the movement, feared to give any open expression of their sentiments lest they might be subjected to a loss of property or other punishment. This condition developed all throughout the country, with the result that there were not only divided neighborhoods but separated families, and in many cases it seemed as the closer the ties of blood, the more bitter the antagonism aroused. There could no longer exist an indifference or neutrality that would curry favor with both sides; so many, wavering between an innate love of liberty and the fear of losing the possessions that had become so dear to them, were dominated by the latter and fell away from the cause they professed to love. Such were the conditions prevailing throughout old Bergen township at the breaking out of the Revolution, as will be seen later.

June 1, 1775, the Provincial Congress at Trenton sent out to all the townships of the Province, for immediate signature, the following:

Ardently wishing for a reconciliation with our present state on Constitutional Principles: solemnly associate and resolve, under the sacred ties of virtue, honor and love to our country, that we will personally and as far as our influence extends, endeavor to support and carry into execution, whatever measures may be recommended by the Continental and Provincial Congress for defending our Constitution and preserving the same inviolate.

This was endorsed and adopted by all the townships of New Jersey, Bergen included. And yet even now it would seem that a conciliatory course would have prevented the bloodshed and misery that resulted in the Independence of the Colonies. Even in Parliament voices were raised against extreme measures, and William Pitt thus expressed himself before the Parliament:

You will be powerless either to convince or enslave America. You may destroy their cities, * * * you may cut them off from the conveniences of life, but they will despise your power, for they have still remaining their forests and their liberty.

March 28, 1776, the Committee of Safety announced: "Considering the critical situation of the City and Province of New York, we do order and resolve that three battalions of Militia be drafted out of the Militia of this Province, included in which are from Middlesex 100 men, from Monmouth 140 men, from Essex 220 men, and from Bergen 200 men, forming one of the Battalions." On June 29, the British fleet appeared at Sandy Hook, and shortly after landed the troops on Staten Island. On July 2, 1776, the General Congress at Philadelphia, passed unanimously a resolution that "these Colonies are and of right ought to be free and independent." The die was now cast. The British forces were augmenting; and an army of 30,000 men was gathered in the vicinity of New York, and preparations were hastened to resist the expected descent upon New York City by the British fleet.

In pursuance of a plan of defense determined upon, Lord Stirling was assigned to the command of the forces on the west bank of the Hudson. That part of Bergen township known as Poulus Hook was recognized from its location and conformation to be an important point of vantage. It was a point of upland extending out some distance into the bay, and comprising practically the territory now contained within the present boundary of Essex street on the south, Hudson to Morris on the east, thence irregularly to and along Green to just above the Pennsylvania railroad, thence in a northwesterly course to about the junction of Warren street and Newark avenue, and thence along Warren street to Essex, the southerly boundary line. This section was almost isolated, being separated from the high ground where the village of Bergen was located by deep marshland, which was intersected with salt holes and lagoons, and at certain stages of the tide was entirely covered with water and at all times difficult to cross. A short distance to the west a sand hill rose from the marsh in the section now bounded by Barrow, York, Brunswick streets and Railroad avenue, while to the north were the hills of Aharsimus, reaching from about Fifth street to the Erie railroad, and from Henderson to Cole. In the distance, Castle Point to Hoboken loomed up against the horizon, while to the south, Mill Creek Point and Communipaw with its few boueries, connected with the main land at Bergen by a narrow neck of sand, could be seen.

Lord Stirling, recognizing the importance of holding this territory, determined upon the building of fortifications at Poulus Hook, and in order to establish communication with the mainland, he proposed a good road from Poulus Hook to Brown's Ferry on the Hackensack river, near the present bridge over the Hackensack on the Lincoln highway, and also for communication with the northern part of the township, a highway from Weehawken

heights to the Hackensack river. He also caused a redoubt to be thrown up on Bergen Neck, so as to prevent incursions by the enemy from Staten Island. General Mercer was ordered to Poulus Hook to receive and assign the raw troops as they arrived.

He entered upon his duties with his accustomed energy, and through frequent consultations with Governor Livingston, who resided at Elizabethtown, concerted plans to repel the expected invasion. He at once strengthened and improved the fortifications at Poulus Hook and early became impressed with the necessity of watchfulness over the enemy stationed at Staten Island, because of the facility with which they might from that point make incursions. He disposed his Flying Camp to prevent such action. Redoubts were thrown up on Bergen Neck on the high ground located at about present Forty-fifth street and Avenues B and C in Bayonne. He also stationed guards at the ferries on the Hackensack and Passaic, and as the Pennsylvania militia arrived, stationed them at the post on Bergen Neck.

General Mercer discovering that aid and information was freely being furnished by some of the inhabitants of Bergen to the British forces on Staten Island, stationed a force at Bergen Point, and issued orders that no intercourse should be held between these points, but the temptation to turn their farm produce and provisions into golden crowns led many to disregard these orders, and, as opportunity offered, the sturdy burghers, under cover of the night, continued their nefarious practice, regardless of the penalties threatened. Candor compels us to admit that in the old township of Bergen there were extremely few who so deeply sympathized with the patriot cause as to forego the opportunities for personal advantage. Nor was this lukewarmness and disloyal sentiment confined to this locality, for Washington wrote, "the known disaffection of the people of Amboy and the treachery of those on Staten Island, who after the fairest professions have shown themselves our most inveterate enemies, have induced me to give directions that all persons of known enmity and doubtful character should be removed from those places." This disloyalty was at the inception of the war one of the greatest difficulties confronting the Patriot army, for every contemplated movement was in danger of being revealed to the enemy unless carefully concealed.

The wisdom of fortifying Poulus Hook soon became apparent. On the 12th of July, 1776, a ship of 44 guns, a frigate of 28, and three tenders got underway at Staten Island and were seen coming up the bay. The drums beat to arms, and in a few minutes every man was at his station, well provided with all the necessities for a vigorous defence. As the vessels drew near, the batteries stationed at the lower end of New York City opened a vigorous fire, which caused the ships when off Bedloe's Island to veer off toward the Jersey shore. They here met with a warm reception, and the batteries at Poulus Hook opened up a spirited fire which was actively replied to by broadsides from the vessels as they passed up the Hudson. Whether on account of unskillful gunners, or the rapid motion of the ships, but little damage was done, the report being "none killed or wounded, and but two shots penetrated the house of Verdine Ellsworth, a hotel keeper at Poulus Hook." That the ships were not so fortunate may be seen from an extract from a letter dated at Fort Montgomery: "The ships of war in the North river are now at Haverstraw. 'Tis evident their designs are frustrated, not expecting we were so well prepared to receive them. * * * The most damage they received was in passing the battery at Powles Hook and the Blue Bell. The cook of one

of the ships had his leg shot off and some others were wounded. A twelve-pounder lodged in the foremast, one came through her quarter galley into the cabin, and her shrouds and rigging suffered much. In this engagement our troops behaved with uncommon bravery, and the steadiness they displayed under fire encouraged the Americans to redouble their efforts for successful resistance."

The wisdom of General Mercer in posting a guard at Bergen Point was shown in the defeat of several attempted raids by the British, from their vessels as well as from Staten Island. A despatch dated New York, July 22, states: "Yesterday several discharges of cannon and musketry was heard in this city, and by the appearance of a cloud of smoke over Bergen Point it is imagined our people on the Jersey shore have had a skirmish with the enemy from Staten Island." And again, on July 25: "Our troops at Bergen Point give the ministerial fleet and army some uneasiness by firing at the tenders, boats, &c. It so galls and provokes them, that they return the fire with great fury, but have not done the least damage to our people. Last Lord's day a great many shots were heard in this city. The occasion was this, a barge from the fleet full of men landed on the Point, but were opposed and driven off by our troops. A smart fire ensued from a tender for a considerable time without doing any injury."

Rumors of contemplated attacks from Staten Island were persistently circulated, and August 22, 1776, a letter from New York stated: "This night we have reason to expect the grand attack from our barbarian enemies. The night before last a lad went over to Staten Island, supped there with a friend, and got back again undiscovered. Soon after he went to General Washington, and upon good authority reported that the English army amounting to 15,000 or 20,000 men had embarked and were in readiness for an engagement. * * * That the Hessians, being 15,000 strong, were to remain on the island and attack Perth Amboy, Elizabethtown and Bergen, while the main body were doing their best here." The enemy delaying the expected attack, General Mercer determined to take the initiative and attack the British encampment on Staten Island. In this movement he was obliged to proceed with great caution, so that the enemy might not be apprised of his intention by the Tories who abounded in and about Bergen. A detachment of the British forces had crossed from Staten Island and succeeded in establishing a battery at Constable's Hook (on what is now the Standard Oil property), and Mercer's plan contemplated a descent upon this post. His orders state, "that a party was to attempt to surprise the enemy's guard on Buskirk's Point; this party does not need to be large, but it is possessed of two six-pounders. The party that makes the attack must not go over the causeway or road over the meadow, the cannon being in all probability appointed to command that pass, but should be provided with some boards and proceed in two or three columns over the meadow, where they will meet with no other obstructions than a small creek or ditch, which they will easily pass with the aid of the boards. If this place is carried, a cannonade and bombardment should as soon as possible commence on the ships, a great number of which now lie within reach of the place. A cannonade should also commence on Bergen Point opposite the church and Decker's, where it is said about six hundred men are posted. This cannonade with round and grape shot would confuse the troops in forming and prevent their succoring the guard at Elizabeth Point, or opposing our party who make their descent near Shuter's Island. * * * The party for these several matters should be about seven hundred men beside the

riflemen." Unfortunately a fierce storm set in which prevented the crossing of the Kills as intended, and defeated the project. On July 31 Anderson wrote to the President of Congress: "I have been for some time past very assiduous in the preparation of fire ships. * * * In my next I hope to give you a particular account of a general conflagration, &c." Not being able to construct a sufficient number of fire ships in time, the general project was abandoned.

In the early part of August, Bergen was occupied by Colonel Bradley's regiment. General Mercer had collected throughout East Jersey a considerable number of men, and Washington, needing reinforcements in New York, wrote him to that effect. Mercer replied as follow, from Powles Hook, August 15, 1776: "The points along the shore opposite to Staten Island are sufficiently guarded and new troops are daily arriving. If you approve, a body of four hundred men, well accoutred, from the Delaware counties, may be stationed at Powles Hook, and four hundred of the Jerseymen for the flying camp at Bergen town; eight hundred men will cross to-day to join you." At this time special activity was observed among the British troops on Staten Island, and it was conjectured that some decisive movement by them was imminent. On August 28 General Mercer wrote to the President of Congress from New-ark: "On my way yesterday, General Wooster's aid-de-camp met me with a few lines from the General, signifying that it was General Washington's orders that I should march with all our army under my command immediately to Powles Hook. The necessary orders were sent to Amboy, Woodbridge and Elizabethtown last night, and I hope to have on Bergen ready to pass over to New York, if required, from three to four thousand men. Our whole force, including the New Jersey militia from Powles Hook to Shrewsbury, amounts to eight thousand three hundred men. * * * What troops I have I am pushing on to Bergen, and shall be with them immediately."

CHAPTER VII.

RETREAT OF THE AMERICAN ARMY ACROSS THE HUDSON

The battle of Long Island had been fought, but it is not our purpose to follow in detail the consequences resulting from this engagement. The defeat and successful retreat of the American army across the East river, its brief occupation of New York City, the successive engagements there, are all matters of familiar history. A fort had been commenced on the New Jersey shore opposite Fort Washington, to aid in preventing the passage of hostile ships. It was named Fort Constitution, and was supported by a strong detachment from the flying camp entrenched in its vicinity. Congress had decided that Fort Washington should be retained as long as possible, and Fort Constitution (afterward called Fort Lee) strengthened. A temporary cessation of hostilities now prevailed, and Washington was greatly perplexed at the continued inaction of the enemy. He admonished General Mercer to keep a vigilant watch from the Jersey shore. Occasionally he crossed over to Fort Constitution and with General Greene, who commanded there, extended his reconnoiterings down to Powles Hook to observe what was going on in the city and among the enemy's ships. Greene, who had been made major-general, with permission to establish his headquarters at Bergen or Basking Ridge as circumstances might require, was enjoined to keep in communication with the main army so as to secure a retreat if necessary. It was soon seen that the fort must be abandoned, as is explained in the following letter:

Powles Hook, September 15th, 1776. After Long Island was evacuated, it was judged it was impossible to hold the city of New York, and for several days the artillery and stores of every kind had been removed, and last night the sick were ordered to Newark in the Jersies, but most of them could be got no further than this place and Hobuck. As there is but one house at each of these places, many were obliged to lie in the open air till the morning, and their distress, when I walked out at daybreak, gave me a livelier idea of the horror of war than anything I had ever met with before. The commandant ordered them everything for their comfort that the place afforded, and immediately forwarded them to the place appointed and prepared for them.

The abandonment of New York by the American forces and the subsequent occurrences that led to the retreat of the American army across New Jersey, placed the troops gathered at Poulus Hook in a very precarious position. The British having control of the waters that hemmed in the peninsula on two sides, and the possibility of their throwing across the northern portion a cordon of troops that would effectually cut off those posted below, made their capture almost certain. Washington, foreseeing this when he found his position on the west side of the Hudson untenable, ordered the supplies and provisions to be made ready for immediate removal. News of a contemplated attack having been received through the medium of deserters from the enemy's lines, orders were issued for its evacuation. A large body of troops in boats were discovered near the shore above Powles Hook, evidently for the purpose of cutting off the retreat.

In view of the critical situation of the garrison at Poulus Hook, General Mercer determined to abandon the works with the main force, leaving a small detachment at that point to keep watch of the movements of the enemy, but with instructions to withdraw on their approach. The cannon and stores were to be removed with the main body to Bergen Heights. On September 23 the Hook was heavily bombarded by the British vessels for over half an hour, the guard having been previously withdrawn and stationed at Prior's Mill, which was located on the west bank of the Mill creek, which wound around the base of the Hill near where the National Dock's railroad crosses Railroad avenue. The narrative continues:

September 22nd no reinforcements could be sent us. We received orders this morning to remove our artillery stores and baggage and hold ourselves in readiness to retreat, and before night most of them were removed. About 9 a. m. we saw the enemy embarking in flat bottomed boats about two miles above us. They appeared in large numbers on the shore after their boats, about thirty, were full. Four ships at the same time came to sail below and stood up towards us, but they soon came to anchor again, and the boats which had pushed off returned back. Had they come at this time we must either have retired and left them large quantities of artillery stores, or fought their army and navy at the same time with our small detachment, and that under every disadvantage, but they thought fit to retire to get more strength, as appeared afterward, though they could not be ignorant of our weakness, the men being paraded every day in full view of them.

At one o'clock p. m. having removed everything of value, we were ordered to retreat from the Hook. As soon as we began our march, four ships came up and anchored near the shore around the Hook. At the same time a great number of boats and floating batteries came down from just above New York, the latter ran up into the cove (Harsimus) opposite the causeway that leads to Bergen. After taking a considerable time to see that there was nobody to hurt them, they began a most furious cannonade on our empty works, which continued until they had wearied themselves. In a word, they dared to come much nearer, and displayed the boasted British valor in much brighter colors than ever they had while there remained a single man to oppose them.

Meanwhile our little battalion retreated with drums beating and colors flying, to Bergen, and before night the brave Britons ventured on shore and took possession of our evacuated works, where they have taken every precaution to prevent our formidable detachment from returning, and driving them from a post, which with so great a display of heroism they have got possession of. The post we now possess now covers the Jersies. Here we are reinforced by a number of regiments. More are daily coming in. The sick are recovering, the troops in high spirits, and we have no fear but we shall be able to maintain our ground.

The army was now advantageously posted on the heights, about one mile from the enemy, where entrenchments were constructed, the remains of which could be seen at a comparatively recent date, near the present line of Baldwin avenue, north of Academy street. Here they received considerable reinforcement. The Patriots stationed at Bergen Neck were ordered to join the main body at Bergen, and their deserted works were at once occupied by a band of Tories and refugees who became notorious because of the raids and pillaging in which they indulged. As the shores of the Hudson were now in possession of the British army, it was thought judicious to withdraw the American forces to a more secure place in the interior. The main forces at Bergen were also withdrawn, with the consolation left in a report:

October 4th, 1776. To-morrow we evacuate Bergen, a measure which will be at first condemned and afterwards approved of. For my own part, I am sorry that the enemy should possess another inch of American ground, but prudence requires another sacrifice. The reasons for leaving this place I take to be these: Bergen is a narrow neck of land, accessible on three sides by water, and exposed to a variety of attacks in different places at one and the same time. A large body of the enemy might infallibly take possession of the place whenever they pleased, unless we kept a stronger force than our numbers will allow. The spot itself is not an object of our arms: if they attacked, it would be to cut off those who defended it and secure the grain and military stores. These had been removed, and when we are gone a naked spot is all that they will find. No other damage will follow except a depression of some people's spirits, who unacquainted with places, circumstances and the secret reason for such relinquishments, are apt to despond as if everything was lost. * * * We shall leave a guard of observation behind us; this may prevent the enemy's discovering our removal for a day or two.

From the time of the evacuation of Poulus Hook until the close of the war, old Bergen township was practically in the possession of and under the control of the English, its proximity to New York preventing any serious attempt at its continued occupancy by the American troops. Still, through the frequent raids and incursions of the Patriots, the British were kept in a constant state of watchfulness and unrest that prevented extended operations on their own part, or in conjunction with the general movements of their army. We are, therefore, confined in a great measure to newspaper extracts, and reports naturally tinged with royalistic sympathy, for our knowledge of events affecting that territory. During the whole duration of the war this section was subjected to its devastating influences, and the privations forced upon the inhabitants may in a measure account for their indifference and want of sympathy during the conflict.

With the withdrawal of the American troops, the whole of the territory east of the Hackensack river came under the complete control of the British. Although they were as eager to secure the supplies and provisions as the remaining inhabitants were to furnish them (of course, for compensation), oftentimes the rigors of war pressed down upon the latter with great severity. Foraging parties were not always actuated by principles of right and justice, and frequently seized without recompense those supplies that had been so carefully gathered with the hope of pecuniary reward. And then the frequent descents of bands of marauders, connected with neither party, except as might from time to time favor their efforts for plunder, wrought havoc with the belongings of the inhabitants. Their houses were plundered, their grain and cattle seized, and themselves subjected to every indignity. The refugees stationed at Fort Delancy on Bergen Neck were a source of terror. They were commanded by a Major Ward, who was a notoriously vicious character, and vented his spite upon any who did not willingly yield to his demands.

The American troops were often hard pressed for want of provisions, and during the time they were stationed at Hackensack and vicinity made fre-

quent raids down throughout this territory. General Washington wrote from headquarters near Liberty Pole: "Our extreme distress for want of provisions makes me desirous of lessening the consumption of food by discharging from this place as many as possible. Some brigades of the army have been five days without meat. To endeavor to relieve their wants by stripping the lower parts of the county of its cattle, I moved two days ago to this place, and yesterday completely foraged Barbadoes and Bergen Neck. Scarcely any cattle were found but milch cows and calves of one and two years old, and even these in no great quantity. When this scanty pittance is consumed, I know not to what quarters to look."

The fort at Poulus Hook was now occupied by a considerable body of British troops, and measures were taken to enlarge and strengthen it. The Americans had intended the works to defend an attack by water, and the fortifications were correspondingly strong on the water side. Colonel Van Buskirk was placed in command of the detachment, and at once instituted strong defences so that the place was thought impregnable. Fort Delancy on Bergen Neck also was occupied by a strong force of Tories or refugees, so that the whole territory was under the immediate possession of the British. But the Patriots were by no means willing to give up to them exclusive control. Watchful at all times, they seized their opportunities for making frequent raids upon the inhabitants for necessary stores, and their intimate knowledge of the country enabled them to elude and baffle their pursuers. Nor did their knowledge of the adherence of many of the inhabitants to the Royal government and their indifference to the Patriot cause induce them to withhold their hands when opportunity offered. From English sources we learn:

April 7, 1777, the rebels came down to Secaucus last Wednesday and carried away all the grain, horses, cows and sheep they could get together, which they were obliged to swim over Hackensack river for want of boats. Also, May 12th, a party of rebels consisting of some officers and twelve men, proceeding on an enterprise to seize the person of Mr. Van Buskirk at Bergen Point, were intercepted on their return through the vigilance of Colonel Trumbull from Poulus Hook, whose men fired upon them, and Mr. Livingston was killed on the spot, and another person named Van Dolson taken prisoner and was brought to town next day and safely lodged in the provost. The above gentry plundered several houses in and about Pembrepogh, particularly Barent Van Horne, Mr. Vreeland, Mr. Van Wagenen and Walter Clendenen, and in the last mentioned house Mr. Livingston received his wound.

June 30th, 1777. A party of about 40 rebels came down to Colonel Bayard's mill last Friday morning near Hobuck ferry and carried off some cattle, but being pursued by a few of the 57th Regiment, now stationed at Poulus Hook, they took to their heels and made off.

An account of a raid from New York states:

September, 1777. During the night, General Campbell marched his force from English Neighborhood to Bergen Point, whence he passed over to Staten Island. The result of the raid was the capture of 400 cattle, 400 sheep, and a few horses, taken from the people of Essex and Bergen. In exchange they had eight men killed, eighteen wounded, ten missing and five taken prisoners.

July 28th. A party of rebel light horse came down as far as Bergen Point last Tuesday night and returned next morning toward Hackensack. They visited Hobuck on their way and carried off a great number of cattle from the inhabitants.

July 24th, 1779. Early yesterday morning a party of the Fourth Battalion New Jersey Volunteers were ordered out by their Colonel Van Buskirk, under Captain Van Allen, to intercept a gang of rebels who paint themselves black and commit murders and thefts in Bergen county. Three of them were met a small distance from the town of Bergen, carrying off an inhabitant, but being briskly pursued, one named David Ritzema Bogert, the other the noted John Lozier, who was concerned in the murder of honest Captain John Richards, and whose repeated instances of villany had rendered him among the rebels deserving their earliest attention for exchange, when lately taken by a party of the same battalion, who have a second time spared his life.

A party of Rebels came down last Thursday as far as Prior's Mill, within a mile of Paulus Hook, and fired some shot at the sentry at that post, but a few men being ordered out after them, they soon took to their heels and made the best of their way into the bush.

But it is not necessary to continue the recital. Enough is here shown to foreshadow the existing conditions in Bergen township during this period. The inhabitants were now subjected to extreme privation and suffering. Raiding parties from both sides constantly covered its territory, and the homes of the people were plundered, their cattle and farm produce carried off, and themselves subjected to every indignity. Bands of freebooters ravaged the country, caring only for the booty they secured. After a little time, however, the British found it to their interest to extend as far as possible a semi-protection to the farmers, and bought from them whatever supplies they offered. As a result, the inhabitants suffered more from the raiding parties from the American army than from the Royalists. What wonder then that the flame of patriotism burned dimly, and that so few were found among the people of Bergen actively supporting the Patriot cause.

But the patriotism and self-sacrifice of those who remained true to the cause of Freedom, was all the more noticeable because of the general air of disloyalty that pervaded the whole region. Clinging to their old homes, while they were subjected to extreme discomforts not only on account of the frequent raids of the soldiery, but more especially because of the continued persecution of some of their old neighbors who had joined the band of Tories at Bergen Neck, they continued as far as possible their farming operations, and, securing passes to visit the city with their produce, were able to secure valuable information as to contemplated movements by the enemy, which they managed to convey to the American commander and by means of which he was enabled to thwart their designs at times. As an illustration of the manner in which information as to the enemy's designs and movements was obtained, an incident wherein one of Bergen's "haus vrouws" was the chief actor, is here related: Janetje Van Ripen, wife of Nicholas Tuers, whose homestead stood on the site of the present Fourth Regiment Armory, had crossed over to the city on one of her occasional marketing trips. While there she stopped at a tavern kept by "Black Sam," so-called because of his swarthy complexion. Sam was a staunch patriot at heart and was enabled oftentimes to secure information of value to the patriots. As his hostelry was frequented by British officers who in their cups unwittingly divulged some of the orders they knew of, he was enabled often to gain a fair knowledge of what was occurring, through the scraps of conversation he overheard. On the occasion of Mrs. Tuers' visit, knowing her deep sympathy with the Patriot cause, Sam confided to her that he had overheard some British officers talking about a conspiracy that was under contemplation in the American army, that would be far reaching in its effect. On her return home she told her brother Cornelius, who immediately went to Hackensack, the then headquarters of the army in this section, and revealed what he had been told. When offered a reward, the sturdy old patriot spurned it with indignation, saying "he did not serve his country for money." The discovery of Arnold's contemplated surrender of West Point, proved the accuracy of the information.

The occupation of Paulus Hook by the British gave them a convenient post from which to harrass the surrounding territory, and was a continual menace to the American troops. Major Henry Lee, of Virginia, in one of his frequent raids down into and across Bergen Neck, discovered that the post at Paulus Hook was carelessly guarded. He conceived the plan of making a sudden

descent, capturing the garrison, and destroying the defences. Washington thought the attempt attended with too much risk, and was unwilling to favor the enterprise, but Lee's pertinacity and enthusiasm overcame all his objections. Finally, he gave his consent, but enjoined him to exercise the greatest caution, and if successful to bring off at once any supplies, or destroy whatever could not be removed. It seemed a rash undertaking to attempt to cross the deep marshes and overcome the strong fortifications that had been erected, and that within the hearing of the garrison at New York. Truly, "fortune favors the brave." The very strength of the position had rendered the garrison careless in their security. Lee was stationed at New Bridge, about fourteen miles from the Hook, and when prepared for the undertaking, in order not to excite suspicion that he was about to engage in an unusual enterprise, made his customary preparations as for a foraging expedition. So that his line of retreat would be secure, he ordered boats to be stationed at Dow's ferry on the Hackensack (foot of present St. Paul's avenue) to facilitate his return, for there was no intention of attempting to hold the place. The only object was through a sudden and unexpected descent to gain access to the works, dismantle them, destroy all stores possible, and withdraw his troops with whatever prisoners might be captured, and thus by a brilliant *coup* infuse new vigor and courage in the hearts of the colonists, and at the same time impress upon the British officials their stern determination to continue to the bitter end their struggle for Independence.

CHAPTER VIII.

ATTACK ON PAULUS HOOK.

Upon the occupation of Paulus Hook by the British, steps were taken by them for its strengthening. The object of the Americans having been to ward off attacks from the water side and prevent the enemy's fleet from passing up the river, the defences were designed for this purpose, but the intention of the British to establish garrison at this point, made it necessary to enlarge and strengthen the works.

To visualize from the present standpoint the conformation and appearance of old Paulus Hook, requires an active imagination. The barren mound and deep marshes, with their attendant water courses, have given way before the demands of an insistent improvement, and in their places are seen crowded dwellings and the varied activities of an enterprising city. But by following closely the description given, some idea of the conditions then existing may be formed. Paulus Hook was naturally a commanding position and capable of being made almost impregnable. It was located at the southeastern point of old Jersey City, now marked by the section east of Warren and south of York street, bounded on three sides by the waters of Harsimus cove, New York bay and Communipaw cove. Along the westerly boundary a deep creek wound its way from cove to cove, while on the westerly bank of this creek a deep marsh extended to the hill beyond.

So low was this marsh that at flood tide boats could pass over it direct from Harsimus to Communipaw cove, and a favorite landing place for the fishermen even in later days was on the west side of Paulus Hook, on the bank of the creek where the church now stands on the south side of York street, midway between Washington and Warren streets. There was a tidal creek that wound through the marsh from about the corner of Morris and Van Vorst streets (the

NOTE—In this chapter the author follows the modern form—Paulus Hook.



EDGE'S MILL AND PAULUS HOOK FERRY

shore at that time of Communipaw cove), running thence to Warren street and York, and crossing Newark avenue to Harsimus cove. This had been enlarged and was of sufficient depth for ordinary oyster boats to cross, in later days. To make a more complete defence, the British constructed a ditch just west of Green street from Harsimus cove to the above-mentioned creek at Warren street. Over this a drawbridge, protected by a strong barred gate, was constructed on the line of Newark avenue, and only over this could entrance be gained to Paulus Hook on the land side. It may thus be seen how thorough the defences could be made. Difficult of access on the water side, by the engineering skill of the occupants the land approach was made equally so by cutting a deep ditch, about twenty feet in width, through the marsh on the northwesterly side "from a point on the river, fifty feet north of Mercer street and fifty feet west of Green street to the main ditch north of Warren street," thus separating the Hook entirely from the main land. A double row of abattis along the eastern bank of the creek completed the fortification. Within the abattis were three block houses, one on the bank of Communipaw cove, the others guarded the road from the ferry. A fort was built between present Grand and Washington streets across what is now Grand street, and a round redoubt was located on a hill near present junction of Sussex and Washington streets. Between Sussex and Morris streets and west of Washington, the burying ground was located. From this stronghold the British commander was able to send out foraging parties at will. It is an interesting fact that these forays were made at points distant from the Hook, thus showing the semi-protection given to the nearby territory. The advantage of having at hand a source of supply of farm products caused the British to refrain from devastating the immediate neighborhood, and oftentimes to prevent invasion by others. But the Patriots were by no means willing to surrender this productive territory entirely to the Royalists. Frequent raids were made by them, which often resulted in securing a considerable quantity of much needed supplies. Is it any wonder that indifference finally crystalized into open hostility, and opposition intensified? On the one hand, the farmers found a ready market for their produce at the British post at Paulus Hook and New York City, and were well recompensed. On the other, they found their farms devastated, their cattle and produce carried off by the supporters of a quasi-government, the permanence of which was at the time greatly questioned.

The enforced abandonment of Paulus Hook by the Americans and the continued occupation of this stronghold by the British, caused great irritation on the part of the former. The possession of this important post gave its occupants an advantageous position from whence to raid the surrounding territory, and a convenient refuge in case of unexpected attack during their forays. At the same time, from the location, they were enabled to practically control the whole neighborhood. The Patriots, however, were not willing to calmly surrender this important territory, as is testified by the frequent descents and raids over the whole section from Weehawken to Bergen Point, and hence throughout the continuance of the war this whole neighborhood was subjected to all the horrors connected with a guerilla warfare.

Another cause for the continued espionage of the Americans was their desire to capture Colonel Abraham Van Buskirk, commander at the fort at Paulus Hook. He was an old Bergen county resident, and had formerly professed sympathy for the Patriot cause, but, like many others, at the crucial moment had fallen away under the lure of the emoluments offered by the Brit-

ish. He had gathered a band of Tories, and with them joined the King's forces. Whether actuated by the stings of an uneasy conscience or prompted by the zeal of the newly converted, he became especially active in harrassing his former associates. This he was able to do the more advantageously because of his intimate knowledge of the vicinity and the condition of his old neighbors. His operations were extended, and were not confined merely to the gathering of supplies, but his great delight was the capture of any of the inhabitants, for whom he had a special antagonism.

But notwithstanding the great strength of the post, it became on that very account the more alluring to the Americans for conquest, and at last their constant watchfulness was rewarded. The British commander becoming somewhat careless because of his fancied security, gave opportunity to the Patriots for one of those daring assaults for which they were famous. The affair at Stony Point had given new courage to the almost disheartened American army, and others were spurred on to emulate the daring of the impetuous Wayne.

Major Henry Lee (Light Horse Harry), to whom was given the task of keeping watch upon the movements of the British forces in this section, discovered that the sentinels at the post were becoming remiss in their watchfulness, and conceived the idea of descending upon the fort in one of these unguarded moments and carrying off the garrison. Major Lee was particularly insistent in his scrutiny of the works at Paulus Hook, and during his frequent raids throughout that neighborhood examined with care the approaches and condition of the fortifications. At last he discovered a lack of caution on the part of the guards. Doubtless the strength of the position induced a fancied security, on the part of the occupants, and they became somewhat negligent in their watchfulness. He had conceived the plan of surprising the post, capturing and carrying off the garrison, and destroying and dismantling the works. He had submitted the plan to Washington, who because of the great risk disapproved it. But the persistence and enthusiasm of Lee finally overcame his objections, which were that because of the proximity of the main British force at New York an alarm could be quickly given and the whole attacking force captured. That careful preparations were made will be seen from following correspondence. Major Lee, writing from Camp Haverstraw to Captain McLane, gave these instructions:

JULY 30TH, 1779.

SIR:—You will move your troop to the vicinity of Bergen Town. The object you are to have in view is the interruption of the correspondence and trade, now subsisting between the enemy and the disaffected of the county. You are to communicate with Capt. Peyton daily. You are to keep with you Two Expresses from the Militia, who well know the county, necessary guides to be provided. Conduct yourself with perfect caution, or you meet with sure loss and disgrace.

The plans for the capture of the fort were submitted to Washington, and the execution of them was left to Major Lee. The following orders were issued by him to Captain McLane:

It is his Excellency's command that you cause the roads leading from Fort Lee to Bull's Ferry, and the intermediate passes from the shore, to be obstructed by the felling of trees (the Four months' men will be ordered for this service). The mountain road from near Fort Lee through the mountains to the Old Bridge near Hobuck to be reconnoitered and reported whether convenient for the march of Horse and Foot. The distance to be also known, the marsh at Van Horne's Mill to be examined, the direct route from the New Bridge to be used and the distance to be ascertained.

There were three passes between Fort Lee and Paulus Hook through which Lee's army could be intercepted. These were ravines opening up to the

river bank, by utilizing any of which, troops could be brought from the city to cut off the raiding force from Paulus Hook. One was at Bull's Ferry, another at Block House Point, and the third at Weehawken, near the Hoboken boundary, hence the necessity of guarded movements on the part of the American detachment to avoid capture. The above order was answered as follows:

Executed within orders, the 8th and 9th of August, 1779. Find the passes leading through the mountains from Fort Lee to Bergen to be difficult for Foot and impassible for Horse, the distance to be about Nine miles to the Hobuck bridge. The road by way of Van Horn's mills likewise to be difficult for Foot and Impassible for Horse, the marsh near the Mill being miry, the distance through the fields three miles.

A suspicion that some unusual movement was impending is shown by following order from commanding general at New York to Van Buskirk, in command at Paulus Hook:

NEW YORK, JULY 23RD, 1779.

Having found it necessary to prevent persons of suspicious character from passing and repassing to and from this city, I have issued a Proclamation for regulating boats, small craft, and country people passing therein. I have directed the Police to furnish you with Blank Recommendations for such people as you think may be trusted with such boats, to attend this market from Bergen shore below Paulus Hook, also blank permissions for such persons as you may think proper to allow to pass with Country Produce to the City.

Much of the information as to the movements of the British was obtained through the few Patriots who in this way risked their lives to aid as far as possible in defeating the plan of the Loyalists.

On the morning of the 18th of August, 1779, McLane received following instructions: "Take fifteen good men, including the riflemen, to proceed by the most secret route to the vicinity of Bergen, get a private interview with Van Riper * * * engage him to go into the Hook anytime after dinner and return in the evening, meeting Capt. McLane at the place to be fixed on. Capt. McLane to leave Mr. Neill with the riflemen, either posting them himself, or giving such directions as they can with secresy, throw themselves in or close to the communication leading from Bergen to Prior's mill after dark, and then act as Mr. Neill has been particularly informed," etc. Neill's duty was "to lay the bridge" over Mill creek, on the west bank of which Prior's mill was located (near Railroad avenue and Fremont street), and likewise to communicate with the boats to be placed at Douw's Ferry on the Hackensack (foot of St. Paul's avenue).

There seem to have been two plans of attack under consideration. The one was to collect a number of boats at Elizabethport, as if for an attack upon Staten Island, and under cover of the night to embark the troops and proceed "up the western shore of Bergen Town" on the Hackensack river, and cross over the ridge of ground intervening between the river and Paulus Hook. The other plan for the attack was for the detachment to proceed from the camp above by land route as laid down, to the same objective point. The latter was chosen. On the 18th of August, Major Sutherland sent out a detachment under Colonel Van Buskirk to capture a body of rebels near the English Neighborhood.

Major Lee's headquarters was near Paramus, and from there he wrote to Captain McLane on the 18th of August, 1779: "A foraging party from Lord Stirling will be down this day or to-morrow. Lend every aid in your power, by taking care of the road leading to Fort Lee"—evidently fearful of being intercepted from this quarter. On this same date the major took up his line of march en route to the New Bridge with two companies of Maryland troops under Captain Levin Handy, and to disguise the object of the expedition he

assembled a number of wagons so that they might be taken for an ordinary foraging expedition. At this point he was joined by three hundred Virginians under Major Clark, and also by Captain McLane's dismounted dragoons, numbering in all about five hundred men. From the New Bridge he followed the lower road through English Neighborhood (Fairview) and turned into Bergen woods a short distance above New Durham. Guards had been stationed at the different crossroads, and patrols of horse detached to watch the communication with the North river. In some way, either through the ignorance or treachery of the guide, the troops were for a time lost in "the deep mountainous roads," and for three precious hours wandered about blindly in the swamps between present Guttenberg and Union Hill before they regained the right road. But, as the result proved, this unforeseen delay perhaps saved the expedition from complete failure, for about the same time the detachment from the fort under Colonel Van Buskirk was passing up the Bergen road on their way to English Neighborhood. Major Lee's force became scattered through their wanderings, so that but about one hundred fifty men only were engaged in the attack upon the fort. Because of the blundering, it is probable that the route followed was from Union Hill down through Palisade avenue to Newark avenue, and thence to the drawbridge to Warren street, although the suggestion has been made that the road to Hoboken was followed, and thence across Aharsimus to the fort. Probably owing to the division of forces both these routes were taken and the junction of forces made afterwards, which was doubtless the reason why the attack was delayed over three hours later than designated, and was hastened because "both from the near approach of day and the rising of the tide."

Arrangements had been made for a number of batteaux to be stationed at Douw's Ferry (St. Paul's avenue), to convey Major Lee's forces across the Hackensack on their withdrawal from Paulus Hook, and a rearguard to be placed at Prior's mill to check pursuit. By crossing the Hackensack at this point, the pursuing party would be cut off by the intervening river, and the retreating party would be comparatively safe from capture. The time appointed for the attack was about midnight, as at that time the low tide would permit the passage of the creek encircling the Hook, but owing to the confusion and separation of the troops, the delay was so great that when Lee reached the point of attack the tide had turned and the approach of day was clearly manifest, so that in his own words:

Not a moment being to spare, I paid no attention to the Punctillios of honor or rank, but ordered the troops to advance in their then position. Lieut. Rudolph, whom I had previously detached to reconnoitre the passages on the canal, returned to me at this point of time and reported that all was silence within the works, that he had fathomed the canal and found the passage on the center route still admissible. This intervening intelligence was immediately communicated from front to rear, and the troops pushed on with that resolution, order and coolness which ensures success. The forlorn hopes, led by Lieut. McCallister of the Maryland, and Lieut. Rudolph of the dragoons, marched on with trailed arms in most profound silence. Such was the singular address of these two gentlemen, that the first notice to the garrison was the forlorns plunging into the canal. A firing immediately commenced from the Block Houses and along the line of abattis, but did not in the least check the advance of the troops. The forlorns, supported by Major Clarke at the head of the right column, broke through all opposition, and found an entrance into the main work. So rapid was the movements of the troops that we gained the Fort before the discharge of a single piece of artillery. The center column, conducted by Capt. Forsyth, on passing the abattis took a direction to their left. Lieut. Armstrong led on the advance of this column. They soon possessed themselves of the officers and troops posted at the house No. Six, and fully completed every object of their destination. The rear column under Capt. Handy moved forward in support of the whole. Thus were we completely victorious in the space of a few moments.

The appearance of daylight, my apprehension lest some accident might have befallen the

boats, the numerous difficulties of the retreat, the harrassed state of the troops, and the destruction of all our ammunition by passing the Canal, conspired in influencing me to retire the moment of victory. Major Clarke, with the right column, was immediately put in motion with the greater part of the prisoners. Capt. Handy followed on with the remainder. Lieut's Armstrong and Reed formed the rear guard.

Immediately on the commencement of the retreat, I sent forward Capt. Forsyth to Priors Mill to collect such men from the different columns as were most fit for action, and to take post on the heights of Bergen to cover the retreat.

Among the many unfortunate circumstances which crossed our wishes, none was more so, than the accidental absence of Col. Buskirk and the greatest part of his Regiment. They had set out on an expedition up the North river the very night of the attack. A company of vigilant Hessians had taken their place in the Fort, which rendered the secrecy of approach more precarious, and at the same time diminished the object of the enterprize by a reduction of the number of the Garrison. Major Sutherland fortunately saved himself by a soldier's counterfeiting his person. This imposition was not discovered till too late. I intended to have burnt the barracks, but on finding a number of sick soldiers and women with young children in them, humanity forbid the execution of my intention.

With about one hundred fifty prisoners, among whom were three officers, Lee continued his retreat over Bergen Hill, expecting to find a sufficient number of boats at the Hackensack (foot of present St. Paul's avenue) to carry him over, but his distress was great to find on his arrival there no means of crossing the river. The officer in charge, finding that the time specified for the arrival of Lee's detachment had long passed and daylight approaching, had withdrawn the boats to Newark. Lee's situation was now critical in the extreme. With an active pursuing party possible in his rear, encumbered with a number of prisoners almost equaling his own force, his only avenue of return to the main body being over a rough mountainous path, the whole route liable to be intercepted at almost any point by a resentful enemy, his own force wearied and worn down by their lengthened exertions, is it any wonder that he expressed himself as being "oppressed by every possible misfortune." His dispatch to Lord Stirling, however, brought him his much needed relief and enabled him to escape the threatend danger, for as he was pushing his way through the woods at North Bergen, he barely escaped being cut off by the detachment of Colonel Van Buskirk, who was returning to the fort at Paulus Hook. So imminent was his danger that his rearguard was fired upon by the advance of that force. The rescuing force sent by Lord Stirling prevented further molestation, and Lee arrived at the New Bridge with his prisoners, "after a march of upward of eighty miles in three days."

The intense suffering and privations to which the American army was subjected had filled many minds with gloomy forebodings. The great-hearted faith-inspiring example and energy of Washington alone prevented the dissolution of the American army, and made possible the after events that checked the tide of despondency, inspired the colonies with new hope, and foreshadowed the final triumph of a righteous cause. The battle of Monmouth, as a result of his genius, the capture of Stony Point through the dashing bravery of the impetuous Wayne, and the overpowering and capture of the British garrison at Paulus Hook through the shrewd foresight and daring intrepidity of Light Horse Harry Lee, were three events that deserve to be classed together as among the most brilliant and important that occurred during the whole war. Washington wrote, "the increase of confidence which the army will derive from this affair and that of Stony Point, though great, will be among the least of the advantages resulting from these events." He also sent a special communication to Congress commending Lee's "remarkable degree of prudence, address, enterprise and bravery." Congress, in full Assembly, echoed the eulogy of the commander-in-chief and ordered a gold medal, suitably inscribed in commemoration of the event, to be presented to Major Lee,

a distinction which no other officer below the rank of a general received during the war. Lafayette in a letter to Major Lee says, "The more I have considered the situation of Paulus Hook, the more I have admired your enterprising spirit and all your conduct in that business." James Duane, in a letter to Alexander Hamilton, characterizes it as "one of the most insolent and daring assaults that is to be found in the records of chivalry, an achievement so brilliant in itself, so romantic in the scale of British admiration, that none but a hero inspired by the fortitude, instructed by the wisdom, and guided by the planet of Washington, could by the exploit at Paulus Hook have furnished materials in the page of history to give it a parallel."

The success of this undertaking resulted in increased activity among the troops on both sides in and about the old Bergen township—the Americans, encouraged and emboldened; while the British, filled with chagrin, endeavored to soothe their wounded feelings by frequent raids throughout and over the whole territory.

The winter of 1779-80 was very severe, and the surface of the river and bay was so solidly frozen over that detachments of artillery were brought to the city from Staten Island over the ice, and for days the river was crossed and recrossed likewise, especially in bringing fuel to the city from the Jersey shore. The extreme cold caused much suffering not only among the citizens of New York, but there was great need of fuel in the British garrisons, and extraordinary efforts were made to secure a supply. As the heights along the west bank of the Hudson were covered with a dense growth of timber, they were a favorable field of operations for the wood cutters, and the following notice was issued by the British barrack master:

April 19th, 1780. Notice to Refugees and others that are inclined to be employed at ample wages to cut firewood for the use of His Majesty's Garrison at New York, under the direction of Captain Thomas Ward, David Babcock, John Everett and Philip Luke, Loyal Refugees, are desired to call between the date hereof and Tuesday 25th inst, at the house of Jacob Joraleman, Inn Keeper, joining the tea water pump, where attendance will be given at all times by the above named persons, etc.

Doubtless the response was general, for the activities of the wood choppers soon attracted the attention of the Patriots, and frequent collisions occurred, so that their operations were seriously interfered with. For their protection it was determined to erect defences, and orders were issued to that effect. Above Weehawken on the Jersey shore there was a break in the rocky bank of the Hudson that formed a ravine with a gradual descent from the plain above that afforded an easy means of access to the water, that was taken advantage of by the inhabitants of the upper part of the township in their occasional pilgrimages to the city, and it was likewise a most convenient route over which to transport their fuel to the British garrisons stationed there. The logs were rolled down the declivity to the water and floated or otherwise transported to their place of destination.

The British barrack master determined to erect a block house at the head of this ravine, and on April 30, 1780, a body of refugees under the command of Colonel Cuyler crossed the river and occupied the post. Major Lum, who was the commandant at Paulus Hook, received the following order:

SIR:—You will please to order a detachment of a Captain and 100 men from the Garrison at Paulus Hook to march from thence to-morrow morning at daybreak with one day's provisions. This detachment will proceed upon the road leading to English Neighborhood, and the Commanding Officer will take post upon the Heights one-half mile below Bull's Ferry upon the North river in such manner as will most effectually cover a body of Refugees under Col. Cuyler, who are to take post and establish themselves at the place above mentioned this night in order to cut wood for the army. The distance from Paulus Hook is Eight miles.

These Refugees became a source of terror to the inhabitants of the surrounding country, making frequent raids and, when closely pressed, fleeing to the block house for safety. However, the Patriots did not relax their efforts to annoy the woodchoppers, and were so far successful that their utmost efforts were required to furnish a requisite supply of fuel, and again a notice was posted as follows:

July 12th, 1780. Any person who is willing to furnish the Barrack Master with wood for the use of His Majesty's Troops, to be delivered either in this City or at the different posts on the island of New York, or Paulus Hook, are requested to send their proposals in writing to his office, No. 985 Water street. Persons having vessels, by employing them in bringing wood to New York, will meet with every suitable encouragement and be paid their money immediately upon the delivery of the wood.

The American commander determined to destroy this stronghold of the Refugees and drive off the invaders. Learning that a number of cattle had been collected at Bergen Neck, General Wayne was ordered by the commander-in-chief of the American army to make a descent upon that place, carry off the cattle, and on the return attack and destroy the block house. The raid on Bergen Neck was successfully carried out and the cattle driven off. As ordered, on the return a vigorous attack was made upon the block house and surroundings. Several wood boats were burned, but owing to the strength and solidity of the defences the attack was otherwise unsuccessful, and Wayne and his forces were obliged to retire without accomplishing their object, the reported result of the expedition being the "capture of several hundred quadrupeds consisting of horses, horned cattle, sheep and hogs." Although the attack was unsuccessful, the Refugees were unwilling to undergo a similar experience, for on the 9th of August following the block house was deserted and destroyed by the Refugees, who thereupon joined the force at Fort Delancy on Bergen Neck. The importance of the engagement was greatly exaggerated through the wide circulation of the doggerel by Major André, entitled "The Cow Chase."

An attempt was made by the American commander to surprise the enemy's encampment on Staten Island and, if possible, capture the British force stationed there. On January 14th, 1779, the American force crossed to the island from DeHart's point, but their approach being discovered and the British being strongly entrenched, they were obliged to recross to the Jersey shore, bringing with them, however, a number of prisoners who had been captured. The boldness of this attempt caused the British commander at New York to make a counter movement by sending a force from the city over to Paulus Hook, taking from the garrison stationed there a detachment. They crossed over to Bergen Heights, collected what plunder they could, and, pushing on to Newark, captured a company stationed there and burned the Academy.

On the 24th of August, 1780, General Lafayette encamped with his troops on Bergen Heights, near present Newark and Waldo avenues. From this commanding position he looked down upon the British at Paulus Hook and kept watch of their movements. His foraging parties extended their operations down to Bergen Point, at which place they were fired upon by the batteries on Staten Island. They secured considerable plunder of cattle and forage, and, when remonstrated with by the inhabitants, they replied, "that as they had contributed very little to the American cause, what was taken was only in the way of just taxes."

At this time the scouts from both sides were extremely active, and raids were frequent by not only the Patriots and Loyalists, but from the bands of unprincipled, irresponsible gangs who took advantage of the troublous condi-

tions to assume partisanship with either party as best suited them at the time. "August 28th, 1780. The rebels on Saturday burnt Col. William Bayard's new house and barn at Castile, on the north end of Hoebuck, and destroyed all the forage and timber to be found there to a very large amount." Also, same date: "Generals Washington, Lafayette, Greene and Wayne, with many other officers and large bodies of rebels, have been in the vicinity of Bergen for some days past. They have taken all the forage from the inhabitants of that place." Also, "Captain William Harding, with a detachment from Fort Delancy on Bergen Neck, went out as far as Newark and captured four prisoners and about thirty cattle, which they brought back with them." During the latter part of the war the American officers met frequently at Bergen for consultation, and Lafayette, Greene and Wayne here determined upon their future movements. One of the historic spots which was consecrated by the meeting of Washington and Lafayette was in Van Wagenen's apple orchard that stood back of the north side of present Academy street, midway between the Square and Van Reypen street, and on the occasion of Lafayette's visit in 1824 a cane made from the old tree that shaded them in time past, was presented to the general.

CHAPTER IX.

CLOSE OF THE REVOLUTION.

Probably one of the greatest outrages committed in the old township of Bergen, was by a band of Tories under the command of one Hatfield. General Clinton, the British commander, who was then encamped on Staten Island, had given assurance that the safety of all those who brought provisions to the island would be guaranteed, and they be permitted to dispose of the same without molestation. Under such guarantee, one Stephen Ball carried over a cargo of beef, and expected to return undiscovered by the Americans. Shortly after his arrival on the island he was captured by Hatfield and his followers, who carried him before General Sumner for trial. He refused to act, emphasizing the inhumanity of attempting the condemnation of one "who came to bring them relief." Hatfield, however, lost to every sense of justice, carried his prisoner across to Bergen Point, and after robbing and maltreating him, hung him on a tree standing on Constable's Hook, February 15, 1781.

April 2, the same year, "A party of rebels came to and plundered Bergen last Friday." April 30, "A party went from Newark and captured two sloops lying near the refugee post on Bergen shore, out of which they took eight prisoners who were sent to Morristown." "On Wednesday evening last a party of eleven men under Captain William Harding went from Fort Delancy on Bergen Neck to Closter, and captured a rebel guard of six men and fifteen cattle and took them safely to the fort." [September 17, 1781].

"On the occasion of Prince William Henry's (son of King George) arrival in New York in 1781, an address of welcome and loyalty was presented to him by Major Ward and his associates from Fort Delancy, on Bergen Neck, which was acknowledged in following terms: "New York, October 3rd, 1781. The Humble address of his Majesty's dutiful and loyal subjects, the Refugees stationed on Bergen Neck, has been received by His Royal Highness. His Royal Highness has seen with pleasure the loyal sentiments contained in the address, and Rear Admiral Digby will take care to make them known to His Majesty."

"Thursday morning before sunrise, two hundred rebels from a New Jersey brigade attacked Fort Delancy, commanded by Major Ward. They had meditated the attack for some time and lay for two nights on their arms. The advanced sentinel, a negro, was bayoneted, but they were driven off." [February 11, 1782].

"The night of the 20th inst. a party of rebels came down from Newark and landed at Bergen Neck, and took seven prisoners who lodged in houses along the shore. The commanding officer sent a party to intercept them, and coming to the whaleboat almost simultaneously, the party hailed the rebels and were fired upon, and at that time, not knowing that they had any of our men along with them, they returned the fire and killed two of our men who were prisoners, and wounded two others." [March 31, 1793].

We have thus covered in fragmentary form Bergen township during the Revolution. While the strife was most bitter between the Patriots and Refugees, consequences fell with the greatest force upon the non-combatants and their families. Pillage and plunder continued without cessation, and the hardships to which they were subjected were those peculiar to the embittered warfare carried on about them. But the trend of events pointed to the ultimate success of the Patriots. The surrender of Cornwallis in 1781 foreshadowed the final result, and those who had adhered to the Royalist cause from motives of self-interest now endeavored to ward off their just deserts by professing their allegiance to the power now gaining the ascendancy; while the Tories and Refugees, whose activities had caused much of the prevailing privation and suffering, realizing the fate that awaited them in case of capture, were already turning their thoughts to some safer haven.

Major Ward, commanding the Refugees who had been stationed so long at Bergen Neck and whose depredations had caused so much terror and anxiety to the settlers, realizing the hatred he had inspired because of his excesses, destroyed the works, and in October, 1782, with his band of miscreants, embarked for Nova Scotia.

Paulus Hook was now the only place in New Jersey where the British retained a foothold, but with the news of the Treaty at Paris, January 20, 1783, they prepared for its evacuation, and November 22 the same year the last Royalist departed from the territory, never again to return. The crucial test was now over, and right nobly had it been met. Privation, suffering, even death itself, were esteemed as nothing compared with the priceless boon that had been secured.

On the restoration of peace, the long suspense was ended and the people of Bergen township once more resumed their avocations without fear of interruption. But the bitterness engendered by the war was not so easily dispelled. The sentiments of patriotism and disloyalty were too divergent to be harmonized at once, for recollections of injuries received at the hands of old neighbors on the one hand, and the consciousness of having been at least in part instrumental in causing those injuries, on the other produced an estrangement that for some time disturbed the old-time serenity of the rural community. Some there were who had cast in their lot with the British, and had been such active sympathizers with them that they dreaded the retribution awaiting them at the hands of their old neighbors and failed to return; but the lukewarm and indifferent were permitted to occupy their old farms, and now all endeavored to rescue their lands and homes from the dilapidation and decay into which they had fallen. A few years sufficed to erase all traces of the bloody scenes that

had been enacted, and the territory gradually resumed its accustomed quiet and peaceful appearance.

Owing to the fertility of the soil and the proximity of the New York markets, population grew apace and soon throughout the whole territory of old Bergen township little communities were forming, presaging a future growth and development. About the old ferry landing at Paulus Hook, following the little oyster house, the usual accompaniment of the old stage coach, houses were clustering. Farther south along the shore, about the little hamlet of Communipaw and throughout the limits of Pamrepogh and Bergen Neck to Bergen Point, the farmer fishermen were attracting to their numbers many who were allured by their evident thrift and comparative prosperity.

Pamrepogh was a tract of somewhat indefinite extent, reaching from Communipaw creek to and including the more modern Saltersville. Constable Hook is the point of land extending out into the bay at the southeastern limit of the county, so-called from the fact that it was first granted to one "Roy," a gunner at Fort Amsterdam, "Konstapel" being the Dutch for "gunner." For a long time and until about 1880 it was in great part productive farm land, but the adaptability of its shore for manufacturing and industrial purposes attracted large industries, and the demands of aggressive commercialism are fast obliterating the old-time comfortable homes that lined its shores.

The Bayards had left Hoboken, their estates confiscated. Its varied natural attractions were already drawing to the river banks accommodations for pleasure seekers from the city of New York. The upper part of what is now Hudson county still remained in almost primitive wildness, with here and there a low, rambling farm house seemingly hiding under the overhanging trees and showing the gradual advance of civilization.

The intersection and crossing of the roads now known as Newark, Summit and Hoboken avenues formed the location in the old stage coach days for a little group of houses that was later the nucleus for a busy community. At the junction of Newark and Hoboken avenues stood the old Buckhorn Hotel (afterward known as Drayton's), the tavern of the olden time, the site now occupied by the Five Corners branch of the Commercial Trust Company. On the northwest corner of Newark and Summit avenues was located Beaty's Hotel, and directly opposite, Riker's oyster saloon dispensed delicious bivalves and other edibles to the famished wayfarers, the other two corners being occupied by the ordinary department stores of the early times, where hardware, groceries, medicines and liquors of all kinds (of which New England rum and applejack were the leading commodities) were freely sold. Near by, the village blacksmith held forth, his shop surrounded with the usual half dilapidated vehicles gone beyond repair, and divers farming utensils awaiting the smithy's pleasure. The little settlement gradually extended its tentacles along the lines of the five roads stretching out like the spokes of a wheel with the hub at the Five Corners as a common center, until it became a place of some importance.

At the close of the Revolution, in common with the rest of the country, Paulus Hook and the surrounding territory passed through a period of readjustment and soon all traces of the war were obliterated. The ferry and stage lines resumed their operations and the farmers cultivated their fields industriously, encouraged by the excellent market they found in the nearby city. As may be imagined, the ferry was as yet in a very primitive condition, being composed of a landing with steps down to the water, and periaugas or flat-bottomed boats, which were often at the mercy of the winds and tides, the

intervals of crossing being regulated thereby. In order to transport their produce, the farmers were obliged to unload it from their wagons and carry it on the boats, transshipping it in the same manner on arrival on the opposite side. The stages remained on the west side of the river, while their passengers crossed on the boats, and having transacted their business, recrossed and resumed their places in the coach for the return trip. Major Hunt leased the ferry and hotel property and erected additional sheds and stables for the accommodation of the stage lines entering at this point. These were the only buildings in Paulus Hook at that time, the entire population numbering fifteen persons of all ages.

The inhabitants now devoted themselves in the main to the cultivation of the soil, and the farms and gardens soon showed the effect of their vigorous and intelligent treatment. Sloop loads of produce were ferried over to New York, and many of the comforts of home that had disappeared during the unsettled times were again replaced. Gradually the township regained something of its former activities. The old ferry at Communipaw that of necessity had been discontinued during the war, was again put in active operation and regular communication with New York resumed.

March 3, 1786, application was made to the New Jersey Legislature by one Andre Michaux for permission to secure a site for a botanical garden, claiming authority from the King of France that as botanist he was to travel through the United States and establish a plantation, with power to import from France any tree, plant or vegetable that might be wanting in this country. He also stated that he wished to establish near Bergen a botanical garden of about thirty acres in which to experiment in agriculture and gardening, and which he intended to stock with French and American plants, as also with plants from all over the world. His petition was granted, and he was permitted as an alien to hold not exceeding two hundred acres of land in this State. Accompanying him was Paul Saunier, who took the title to the ground bought for the garden. The place was stocked with many plants and trees, among the latter the Lombardy poplar, which from this spot rapidly spread throughout the country. The location of this garden with its surrounding stone wall enclosing the chateau may still be seen at North Bergen, on the west side of the boulevard just above Humboldt street. A journal of the date of June 27, 1787, thus describes it: "This space is enclosed with a stone wall and contains an unusual collection of exotic plants, trees and flowers which have been introduced to this elegant spot, which must in time rival if not excel the most celebrated gardens of Europe. The situation is naturally wild and romantic, between two convenient rivers, in view of the main ocean, the city of New York, the heights of Staten Island, and a vast extent of distant mountains on the west side of the lanscape."

After the close of the Revolutionary War, the people were naturally occupied in the restoration of their homes and the removal of all remaining traces of the conflict through which they had passed. Matters were assuming their normal condition and public interests were claiming attention. It would seem that the same old anxiety in reference to the education of their children was most prominent. The old school building erected in 1708 on Bergen square had become dilapidated, besides being inadequate to accommodate a growing community, hence it was decided to erect a sufficient structure. As a result, the Columbia Academy was erected in 1790, on the same school plot, facing Bergen square, that was allotted for educational purposes in the early days. In order to accomplish this, an act of incorporation was obtained under the

name of the "Bergen Columbia Academy," creating a board of seven trustees who "should have full charge of said Academy and all matters pertaining thereto." The names of such trustees were: Daniel Sickles, Nicholas Tuers, John Dedrix, Daniel Dedrix, Jacob Van Wagenen, Jerry Van Winkle and Daniel Van Winkle. These trustees thereupon laid claim to and took possession of the lands allotted in 1763 "as due to the church and free schools," and the title to this property became vested in the above-named trustees. There were three plots designated for school purposes, the descriptions of which may be found in "Winfield's Field Book." One was the plot facing Bergen square, on which No. 11 now stands; the remaining two were sold and the proceeds invested so as to produce a revenue for the support of the school in its two departments, for its curriculum provided for both elementary and higher or classical instruction. In time the authorities of Bergen claimed that as this was a public institution they should have full control and ownership of the school land and all matters pertaining thereto. The trustees were very loth to surrender their rights, but after long and serious discussion the trustees of the Columbia Academy, as stated, "for the quieting and putting to an end all controversies respecting the same and for certain good causes and considerations as thereunto moving, etc., conveyed all their right, title and interest to the lands set apart for school purposes, as well as the proceeds of all sales, etc., to The Trustees of the Freeholders, inhabitants of the town of Bergen, and their successors, etc.," with the condition "that the said School House shall be appropriated for the use of a school or schools," and as stated in the transfer, "for the continuance of said free school and for no other purpose." This sale was confirmed by the Legislature, January 27, 1814, and hence the township of Bergen became the sole owner of the Columbia Academy.

The academy became a noted institution in its day, and many went forth from its walls, who in after years became famous for their scholastic attainments. Its instructors were men of superior knowledge and ability, and the names of Traphagen, Dewitt, Craig, Hasbrouck, Patterson, Gahagan, Williams and others stand high on the roll of foremost educators of those early days. Owing to lack of definite data it has not been possible to ascertain the respective lengths of service of the beforementioned, or the successive dates of their administrations. We have found, however, from miscellaneous data, that Cornelius Traphagen served in 1800; Dr. Stephen Hasbrouck in 1817, going from here to Rutgers College, and Thomas Gahagan in the early '30s. In 1794 the question of locating a theological hall at Bergen was seriously discussed by the General Synod of the Reformed Dutch Church, and making temporary use of the Columbia Academy. Their final decision, however, placed it at New Brunswick.

In a New York paper of August 6, 1796, we find: "Agreeably to an advertisement of the Trustees of the Bergen Academy, N. J., in April last, the grammar school was opened on the first of May and so continues. The pleasant and healthy situation of the place, its proximity to New York, and the low rate at which board may be had, are advantages inviting the attention of the Public, especially the people of New York, who may be assured that the best care and attention will be given to the Education and morals of the children by the teacher, Elijah Rosecrans. The distance from the Academy to Paulus Hook is one and one-half miles only."

From information received in days gone by, it would seem that "Old Gahagan," as he was familiarly called, produced the greatest impression, both mental and physical, upon the youth of that day. He was one of the teachers.



COLUMBIAN ACADEMY

of the olden time, a man of acute discernment and keen intellect, to which was added a quick temper, and although at times unnecessarily harsh, he was always alluded to by those who had been under his charge with respect and veneration.

When the Columbia Academy was erected in 1790, it furnished the sole school accommodation for the whole territory of old Bergen township. With the growth of the community the need of school facilities by the more distant settlements as they grew in numbers was felt. The little community at Paulus Hook first realized its remoteness from the place of learning and a small school for that locality was established in 1896 on the north side of present Sussex street. Likewise, a small school had been started at Harsimus by Isaac Coriell, to meet the needs of that section. In North Hudson, at what was known as "Five Corners," facilities for school instruction was instituted by one Sylvester Van Beuren, who charged \$2 for boys, while for girls the charge was indeterminate. In 1830 a small building was erected on the east side of present Summit avenue, a short distance above Newark avenue, which was likewise used for public meetings.

There was a road leading to Newark by way of Belleville connecting west of the Hackensack river with what is now known as the Newark turnpike, probably the present Belleville turnpike, for Brissot de Warville thus writes: "There is a causeway to Belleville built wholly of wood with much labor and perseverance in the midst of water and soil that trembles under your feet. It proves to what point may be carried the patience of man who is determined to conquer Nature." Another writer describes the delights of the journey as follows: "All the way to Newark, nine miles, is a very flat marshy country intersected with rivers. There are many cedar swamps abounding with mosquitoes which bit our hands and legs exceedingly; when they fix, they will continue sucking our blood if not disturbed, 'till they swell four times their ordinary size, when they absolutely fall off and burst with their fulness. At two miles we cross a large cedar swamp (Newark avenue below the hill), at three we intersect the road leading to Bergen (present Summit avenue), a Dutch town one-half mile on our right, at five we cross the Hackensack." It is evident from this statement that the mosquito is not a product of modern times, but existed even in those conservative days, and conducted his business with the same active aggressiveness as in more modern times.

The Duke de Rochefoucauld traveled over this road in 1796, and said "it was very disagreeable to the traveler, being exceedingly rough, as it consisted of trees having their branches cut away, disposed longitudinally one beside another and slightly covered with earth." In 1794, Henry Wansey, an Englishman, on a visit to this country, wrote "this road is very convenient for those who live at Newark and carry on their business at New York. Taking an early start on the 8th of June, I crossed Hudson's river to Paulus Hook to take the stage 'Industry' for Philadelphia, an hour and a half being required to make the passage. Crossing the Hackensack, where a bridge was going to be built to prevent the tedious passage by boat or scow, and the Passaic also, the coach and all in the scow, by means of pulling a rope which was fastened to the opposite side, we came to Newark." At this date one stage sufficed for the transportation of the residents of Newark who did business in New York, leaving Newark at six o'clock a. m. and returning from New York at three p. m.

In 1789 the ferry landing at Paulus Hook was improved by placing steps down which the passengers climbed, while horses and wagons were urged or lifted aboard the boats that served as means of transportation. This ferry con-

nected with the stage route for Philadelphia, the proprietors of which built a tavern near the ferry landing at the foot of present Grand street, and as the boats ran only between the hours of sunrise and sunset, the passengers were obliged to cross the river the night before, and in consequence enrich the whilom host with the cost of the night's lodging and entertainment. In 1790 the Newark turnpike road was laid out, and over this after that date the Philadelphia stages wended their way. A considerable portion of the road between Newark and Paulus Hook was over a deep swamp which caused at times considerable difficulty in passage.

In 1793 Aaron Longstreet and Company advertised that "constant attendance was given by the boats at the ferry landing near the Exchange at 3 p. m. to bring passengers to Communipaw, where the Newark stage would be ready to convey them to Newark and thence by the excellent New York and Philadelphia running machines in one day to Philadelphia." But with the resumption of the ferry at Paulus Hook after its evacuation by the British, the line of travel to and from the south and west, deserted the Communipaw ferry and it was shortly after discontinued to remain quiescent until the Central railroad of New Jersey instituted what might be called its successor in 1864.

In 1800 and for a number of years following, the only public conveyance for passengers by land between Newark and New York was by means of one two-horse stage coach, which left Paulus Hook in the morning and returned in the evening. The road was extremely rough, and in wet weather almost impassible. In 1815 there were four stage lines between New York and Philadelphia—"The Pilot," leaving New York at 5 a. m., accommodating seven passengers, and arriving at Philadelphia next morning; "The Mail," leaving at 1 p. m., and arriving at Philadelphia next morning at 6 o'clock; "The Expedition," leaving New York at 4 p. m., stopping at Rahway, then at Burlington for the night, and arriving at Philadelphia the next afternoon.

Again in 1812 old Bergen township was occupied by a military force. The open hostility of the English government and the threatening action of their fleet led to decisive action by the American government. Rumors of a contemplated attack upon New York City hastened preparations for its defence, and the New Jersey troops were called upon for assistance. The general government made requisition upon the States for 100,000 men, New Jersey's quota being 5,000 men. New Jersey was in a precarious position, with a long sea-coast practically unprotected. With the British fleet hovering about and rumors of its intention to enter New York harbor and bombard the city, attention was centered upon our little State.

Joseph Bloomfield was Governor, and as such was commander-in-chief of the New Jersey military forces. He was appointed brigadier-general by President Madison shortly after the breaking out of the war, and made his headquarters at New York City. In organizing the district, he ordered an armory to be erected near Paulus Hook. It was located on the west side of present Palisade avenue on Jersey City Heights (opposite the Trade Department of the Dickinson High School), and established there a school of instruction and discipline. A detachment of militia was posted at that point. The force consisted of eleven companies of about 300 men, under Major Isaac Andies. These were sent to Staten Island on August 10, and the Legislature of New Jersey appropriated \$6,000 for their equipment.

Brigadier-General Bloomfield was ordered to Plattsburg, and was succeeded by Brigadier-General Armstrong, who made a requisition on the State for a second detachment of 500 men to rendezvous at the encampment at

Paulus Hook, "to relieve the detachment now on duty there." Such requisition was duly honored, and such detachment ordered to Paulus Hook, and on arrival to report to Brigadier-General Armstrong "for ninety days' service, relieving the garrison now stationed there."

On the 16th of November, Governor Ogden ordered that all of the uniformed companies, whether of cavalry, artillery, light infantry or riflemen, within the State, should hold themselves in readiness, upon previous notice of twenty-four hours, to take the field duly equipped, each man having one good blanket and four days' provisions ready cooked; the detailed militia under said order to be inspected in their respective counties and are ordered into immediate service as soon as inspected. They will be formed into regiments at Paulus Hook agreeable to order, etc. All the camp equipage now at Newark in charge of Colonel Kinney will be removed to Paulus Hook.

The occasion for this activity was the design of the English to make a descent from Canada down the Hudson upon New York, but the defeat of their fleet on Lake Champlain by McDonough caused a change in their plans. The principal seaports were completely blockaded by the British fleet and their activity kept the whole coast in a continual state of alarm. Although this immediate vicinity was spared the horrors of actual warfare, the threatening attitude of the fleet kept the forces at Paulus Hook on the *qui vive*, and in a state of preparedness that would enable them to move quickly to the protection of any threatened port nearby. Although a treaty of peace was signed by the American and British commissioners, December 24, 1814, the battle of New Orleans was fought the month following, and January 8 General Jackson gained his memorable victory. The next month, February, news arrived of the treaty, and the war was over.

John Champe—An interesting incident connected with Revolutionary times, occurring within the confines of old Bergen village, was the pursuit of John Champe, who voluntarily subjected himself to all the disgrace of obloquy of a renegade and deserter in order to carry out the wishes of his commanding officer.

The revelation of the treason of Arnold and the capture of André, with the intelligence received by Washington through his confidential agents in New York of a widespread conspiracy involving an officer high in command, created in the mind of the commanding general an uncertainty as to the trustworthiness of some in whom he had placed implicit confidence. As soon as he reached the army headquarters in the vicinity of Tappan, he sent for Major Lee, who had always been his close friend and adviser, who with his light horse was encamped near by, and gave him a full statement of the information he had received, with the papers connected therewith. After their perusal the major was inclined to attribute the statements to an English plot to undermine that confidence between the commander and his officers, without which no military operations could be conducted with any show of success. But the general sadly replied, "that the same suggestion might have been made with just as much force, in the case of Arnold," and continuing said, "I have sent for you in the expectation that you have in your corps individuals capable and willing to undertake an indispensable, delicate, and hazardous project. Whoever comes forward upon this occasion, will lay me under great obligations personally, and in behalf of the United States I will reward him amply. * * * My object is to probe to the bottom the afflicting intelligence contained in the papers you have just read, to seize Arnold and, by getting him, to

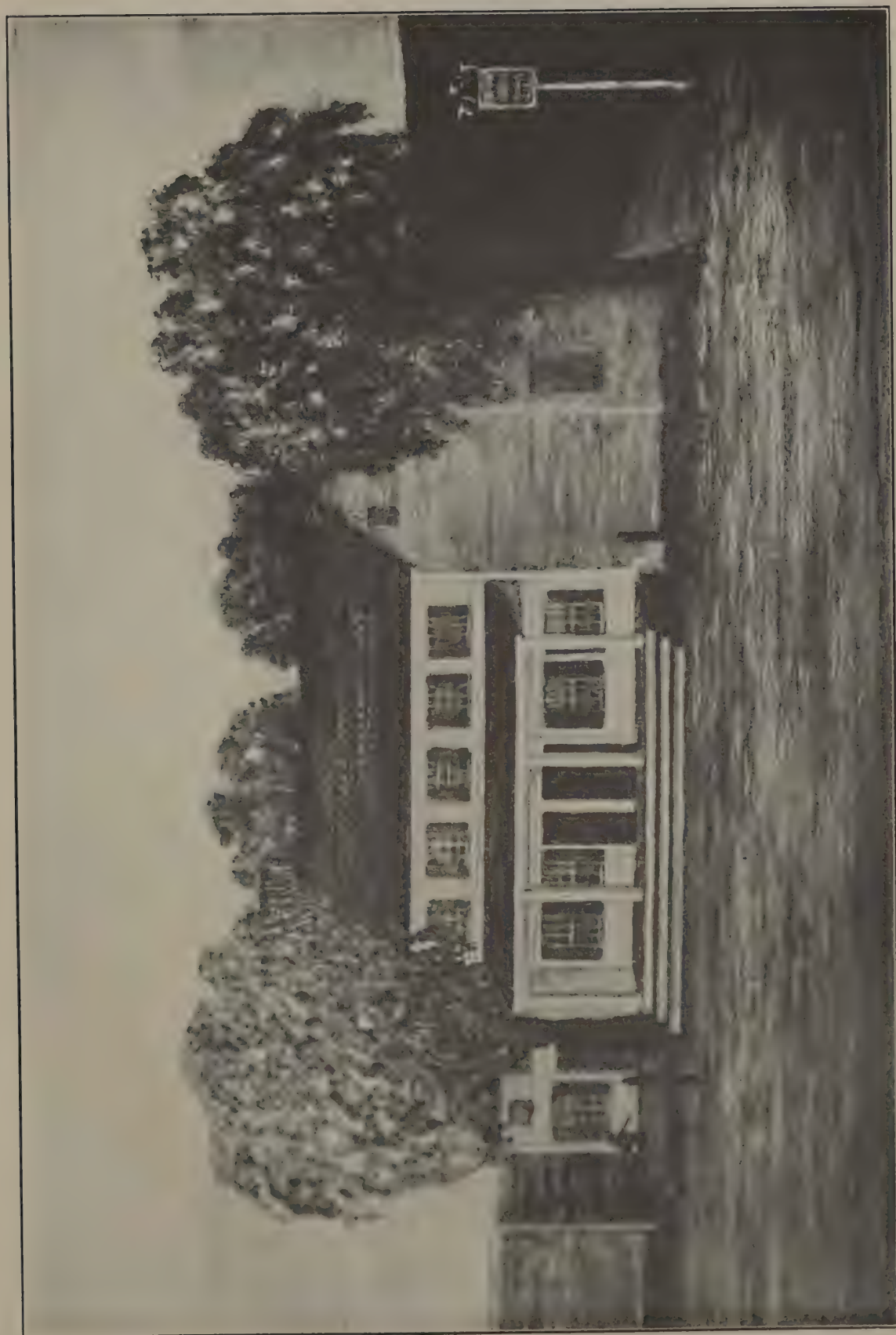
save André." Major Lee suggested Sergeant-Major Champe for the mission, and on receiving the concurrence of the commander, sent for him and explained the nature of the service wanted.

The sergeant-major, while appreciating the honor of his selection and the importance of the undertaking, disliked the plan proposed because of the ignominy attached thereto. The plan was for him to desert and join the enemy's forces, an opportunity to seize Arnold and bear him within the American lines. He offered, however, that if any mode could be contrived, free from disgrace, he would cordially embark in the enterprise. Finally, by persuasive reasoning his scruples were finally overcome and the details determined upon.

The sergeant returned to camp and taking his cloak, valise and orderly book, he drew his horse from the picket and, mounting him, disappeared in the darkness. His absence was soon discovered, and the officer of the day reported to Major Lee that one of the patrol had fallen in with a dragoon, who on being challenged put spur to his horse and escaped. Desiring to delay the pursuit as long as possible, Lee, pretending to be fatigued by his ride to and from headquarters, answered as if he did not understand what had been said, and compelled the repetition of the message, thereby gaining some delay. Finally he was obliged to order a pursuit, and directed Cornet Middleton to take command of the pursuing party. His orders were, "pursue as far as you can with safety Sergeant Champe, who is suspected of deserting to the enemy and has taken the road leading to Paulus Hook. Bring him alive, that he may suffer in the presence of the army, but kill him if he resists or escapes after he is taken." Major Lee's knowledge of Middleton's disposition convinced him that the orders would be carried out only under the most extreme conditions. A shower of rain falling soon after Champe's departure enabled the pursuing dragoons to take the trail, as the shoes of the horses belonging to the camp were of a peculiar pattern. When Middleton started in pursuit, Champe had about an hour's lead, and because of the shortness of time Lee was fearful of his capture.

The pursuing party during the night was on their part delayed by the necessary halts to occasionally examine the road. When day broke, Middleton was no longer obliged to halt, and he pressed on more rapidly. Ascending an eminence just before reaching the "Three Pigeons," a tavern situated some miles north of the village of Bergen, Champe was seen but little more than half a mile in advance. At the same moment the sergeant discovered his pursuers and, giving spur to his horse, determined to outstrip them. Middleton responded at once, and, being well acquainted with the country, he recalled a short route through the woods to the bridge over the Mill creek, located near the present West Shore railroad depot at the foot of the hill on Newark avenue, below the Dickinson High School. This road diverged from the main road just beyond the "Three Pigeons." Reaching the point of separation, he divided his party, directing a sergeant with a few dragoons to take the near cut and occupy the bridge, while he with the remainder of his force followed Champe, feeling sure that with this disposition of his force he must certainly capture the fugitive.

Champe did not forget the short cut and would have taken it himself, but he knew it was the usual route of travel for raiding parties and decided upon the other road, being persuaded that his pursuers would avail themselves of the shorter route. He likewise determined to abandon his first design of reaching Paulus Hook, and seek refuge from two British vessels lying in Newark bay west of Bergen. This was a well-known place of rendezvous for the ves-



THREE PIGEONS

sels of the British fleet, and he felt confident of escape through their aid. Entering the village of Bergen, Champe turned to the right and followed the beaten streets (present Summit and Bergen avenues), and, turning as they turned, he passed through the village and took the road toward Elizabethtown Point. Middleton's sergeant gained the bridge at the Mill creek, where he concealed himself in readiness to seize Champe upon his arrival, while Middleton with his force pursuing his course through Bergen, soon reached the bridge also. After a short delay he found to his great mortification that the sergeant had slipped through his fingers. Returning up the road, he enquired of the villagers of Bergen whether a dragoon had been seen that morning ahead of his party. He was answered affirmatively, but could learn nothing satisfactory as to the route he took. While engaged in making inquiries himself, he spread his party through the village to search for the trail of Champe's horse. Some of his dragoons spied it just at Champe turned in the road to the point. Pursuit was renewed with vigor and again he was discovered. Fearing such event, he had prepared himself for it by lashing his belongings on his shoulders and holding his drawn sword in his hand. He thus prepared himself for swimming in case Middleton, when disappointed in intercepting him at the bridge, should discover the route he had taken. Middleton's delay caused by his preparations enabled his pursuers to draw near, and the pursuit was rapid and close, and Champe, dismounting, ran through the marsh to the river bank, plunging in and calling upon the vessels for help. A boat was sent out to meet Champe, while his pursuers were fired upon. He was taken on board the vessel and carried to New York, bearing a letter from the captain of the vessel detailing the circumstances as he had witnessed it.

The sergeant's horse, cloak and scabbard were recovered, and the crest-fallen pursuers returned with these as their only capture. On the return of the detachment with the well known horse led by one of Middleton's dragoons, his old companions made the air resound with acclamations that the scoundrel was killed. Major Lee was compelled to hide the agony he experienced at the thought of his participation in the death of his brave and faithful follower, but his relief was great when he discovered that the sergeant had made his escape, with the loss of his accoutrements. Ten days elapsed before Champe was able to formulate his plans, at which time Lee received from him a detailed statement of his contemplated movements. The third subsequent night Champe had arranged to deliver Arnold to a detachment of Lee's forces at Hoboken. Champe on his arrival in New York enlisted in the American Legion, as Arnold's command was called, it being composed almost entirely of deserters from the American army, and hence had every opportunity to become acquainted with the habits of the general. He discovered it was his habit to return home about twelve o'clock every night, and that previous to retiring he always visited the garden. During this visit the conspirators were to seize him and, being prepared with a gag, would apply it immediately.

Adjoining the house in which Arnold resided, next to that in which it was designed to lodge him after seizure, several palings had been taken off the fence between, and replaced skilfully so that with care and without noise the way into the adjoining alley could be readily opened. Into this alleyway he was to have conveyed his prisoner, aided by his companion, while his other associate was to be with the boat lying at one of the wharves on the Hudson to receive the party, who would then be conveyed to the Jersey shore. The appointed time arrived, and Lee, never doubting the success of the enterprise, with a party of dragoons left camp late in the evening with three led horses—

one for Arnold, one for the sergeant, and one for his associate. The party reached Hoboken about midnight, where they concealed in an adjoining wood. Lee, with three dragoons, stationed himself near the river shore, but hour after hour passed without any indication of success. At length, the increasing light indicating the approach of day, the major and his party was obliged to return to camp.

A few days after, he received an anonymous letter from Champe's patron and friend, informing him that on the day previous to the night fixed for the execution of the plot, Arnold had removed his quarters to another part of the town to superintend the embarkation of troops preparing, as was rumored, for an expedition commanded by himself, and that the American Legion had been transferred from their barracks to one of the transports. Thus it happened that John Champe, instead of crossing the Hudson that night, was safely deposited on board of one of the fleet of transports and enrolled among the enemies of his country, from whom he was unable to escape until the troops under Arnold landed in Virginia. When he finally escaped and returned to his old corps, he was welcomed most cordially by Lee, and his whole story made known to the corps. Thus the stigma heretofore attached to his name was completely dissipated, and his daring and arduous attempt received universal admiration. He was sent to General Washington, who magnificently rewarded him and granted him an honorable discharge from the army, lest he might fall into the enemy's hand, when the gibbet would be his fate.

War of 1812—In 1812 the old Bergen township became again a military camp. Friction between the United States and Great Britain was increasing. The bitterness and antagonism of Revolutionary times had not been entirely dissipated, and Great Britain seemingly could not realize that her colonies were lost to her forever. Assuming her privilege to control the commerce of her late possessions, she claimed "the right of search," stopping and searching United States vessels upon the high seas, impressing American citizens, claiming them to be British subjects. This action was justly resented by the United States and led to a declaration of war. A call for 100,000 troops to be enrolled was sent out, as an army of protection.

War was declared June 18, 1812, and two days after, General Joseph Bloomfield, who was Governor of New Jersey at that time, made the announcement. He was a veteran of the Revolutionary War, and was given command of New York City and harbor, which, in connection with the northern part of New Jersey, became a military district, with headquarters in New York City. He ordered five hundred of the New Jersey militia to rendezvous at Paulus Hook for the purpose of military instruction and discipline. The full quota of New Jersey under the President's call was 5,000 men. The different detachments were stationed at Sandy Hook, the Navesink of the Highlands, and Paulus Hook. Fortifications were erected at "Paulus Hook on Bergen Heights." General Bloomfield being called away for the performance of military duty on the northern frontier of the State of New York, he was succeeded in August, 1812, by General Armstrong.

In January, 1813, British vessels appeared off Sandy Hook, and fears were entertained of a descent upon the New Jersey coast. Block houses were erected, and the forts in New York harbor strengthened. New York State being threatened at her northern border and most of her troops being employed in that direction, she was obliged to rely upon the troops of New Jersey to protect her chief city. The United States government established a fortified

camp "on the Heights northwest of Harsimus," and erected here an arsenal, a magazine and laboratory for the manufacture of powder and other munitions of war (located on the west side of Palisade avenue, about opposite the Industrial Department of the Dickinson High School).

W. C. Pennington became Governor of New Jersey in 1813. August 30, 1814, Major-General Lewis requested Governor Pennington to assemble the whole quota of troops in the vicinity of New York City, and in response the next day the commander-in-chief ordered "nineteen companies of volunteers to march immediately under their respective commanders to Poulus Hook, opposite New York." When they arrived they consisted of twenty-three complete companies, and were placed under the command of Colonel J. W. Frelinghuysen.

August 31, 1814, Governor Pennington in response issued following order: "Brigadier-General Colfax will immediately repair to Poulus Hook, taking command of the whole force, and give necessary orders for drawing out the remainder of the brigade assigned him. As soon as the militia shall have been inspected under said orders, in their respective counties, those who are ordered into immediate service, as soon as inspected, shall be formed into regiments at Poulus Hook agreeable to orders. All the camp equipage at Newark in charge of Colonel Kinney will be removed to Poulus Hook."

Sunday, September 11, 1,200 troops of New Jersey militia, of General Colfax's Brigade, stationed at Paulus Hook, under Colonel Frelinghuysen, marched to Bergen Heights, to attend open air services by the chaplain, Reverend Stephen Grover, of Caldwell, New Jersey. These troops were never called into active service, as during the continuance of the war, active hostilities were carried on upon the Canadian border, and in the neighborhood of Washington. The treaty of peace was signed December 14, 1814, but before that date it was apparent that the end of hostilities was drawing near, and the need of a defensive force removed. On December 1, 1814, this brigade of New Jersey militia was paid by the corporation of the City of New York and discharged from the duty of protecting that city. On returning to their place of rendezvous, the war being ended, the militia were mustered out and their service remained but a memory.

Until a comparatively recent time, Bergen township was noted for the abundance and superior quality of its production. The "Jersey City Gazette," under date of October 23, 1838, thus mentions the accomplishments of two of the prominent citizens:

Mr. Mills, of Harsimus, has an assortment of vegetables at the American Institute Fair in Castle Garden, New York, sufficient to supply the larder of a Granum boarding house for one half year. Among the items is a pumpkin weighing 163 pounds, and of just the right color and shape. We should like exceedingly to be sentenced to be starved upon it for a week, properly condimented and culinated.

Charles F. Durant, who lived at the corner of York and Hudson streets, exhibited the different stages of silk manufacture, from the egg of the worm, through all its transformations, to the perfect silk; also some beautiful twist prepared with common rope walk machinery. Both of above received prizes for their efficiency.

As showing one of the special interests attracting the attention of the people of Hudson county in 1844, herein is appended the "Proceedings in Reference to the Formation of the Farmers, Gardeners and Friends of Agriculture of Hudson County, New Jersey:"

At a meeting held at the Academy in the Town of Bergen on the tenth day of September, 1844, following resolutions were adopted:

Resolved, That this meeting highly approve the call of a National Agricultural Convention to be held in the City of New York on the eleventh day of October next, during the Seventeenth Annual Fair by the American Institute.

Resolved, That in the opinion of this meeting, if no other reason existed for such convention but to call the attention of the Nation to a home department of the government for the encouragement of agriculture as recommended by George Washington forty-eight years ago, that reason alone would be sufficient, the arguments presented by him at the last session of his Presidency in 1796, and contained in his address.

Bergen in the Civil War—Again, in 1861, war clouds overshadowed the land. No foreign foe threatened our shores, but internal dissensions clouded the future with doubt and uncertainty. Through the intensity of differences of opinions, ties of blood were often disregarded, and in many cases families rudely torn asunder, but notwithstanding the differences of opinion as to governmental policies before the outbreak of open hostilities, the firing upon Fort Sumter by the South allayed all criticism and the general sentiment was strongly in favor of maintaining the Union, and at the first call for troops, the patriotic citizens of Bergen and vicinity were among the first to volunteer for the defence of the National Capital. On the Sunday following April 17, patriotic sermons were preached in all the churches, which raised the enthusiasm of the people to a white heat. The figure of old Dr. Taylor, of the ancient Bergen Church, is vividly recalled, as with quivering lip and streaming eyes he implored that the red hand of war might be stayed, but pointed out in most emphatic terms the great danger of apathy and the necessity of instant preparation, so that the purpose of those who would pull down the whole fabric of our government might be thwarted. At his invitation, Company A of the New Jersey Second Regiment, Captain Garret D. Van Reipen, largely recruited from the confines of old Bergen township, marched to the church on the following day to receive at his hands a testament for each member, together with his blessing and "God speed," and within ten days from the first notification of the call for troops, with the other members of the Second New Jersey Regiment they were encamped at Trenton, ready to enter upon active service.

Long and anxious were the days that followed, and the realities of war were brought home to many a hearthstone. As time rolled on, it was seen that some more drastic measures were needed for the recruitment of the army. Drafts were ordered, but considering that such was an impugment upon their patriotism, the people of Bergen instituted a bounty fund so as to induce a voluntary enlistment, the result being that all quotas were filled and no one was compelled to go to the front unwillingly. On February 28, 1865, the following supplement to a previous act, legalizing the raising of monies to meet the expense attendant upon acquiring a sufficient number of volunteers to fill the quota assigned to be raised by the town of Bergen, was passed by the Legislature:

WHEREAS, By reason of the continuation of the war, further calls for volunteers have been made upon the people of the Town of Bergen and whereas, the common sentiment has sanctioned the raising of the several quotas by the payments of bounties to all volunteers enlisted for and accredited to the Town of Bergen; and, whereas, in payment of said bounties it becomes necessary to exceed the limit authorized by the last Legislature; now, therefore, for the purpose of legalizing the said payments, etc.,

BE IT ENACTED, That the appropriation of \$87,500 made by the Town Council of Bergen, together with the bonds, scrip, or other evidences of indebtedness, be and are hereby ratified and confirmed and also authorizing the Board of Councilmen to appropriate such further amount as they may deem necessary for the payment of a bounty to each volunteer soldier who may be enlisted for and accredited to the Town of Bergen.



TYPE OF OCTAGONAL CHURCH

CHAPTER X.

THE CHURCH AT BERGEN.

Notwithstanding the great excitement and unrest that spread all over the country during the incipient stages of the Revolution, the inhabitants of Bergen village and surroundings were fully interested in their own affairs. No matter what intervened their thoughts were centered upon their church and maintaining facilities for public worship. The capacity of the little octagonal church was fast becoming too limited for the growing congregation, and the consistory felt the need of a more commodious edifice. In this they were earnestly supported by Dominie Jackson, who was always keenly alive to anything that would advance the interests of his flock, and in 1773 it was determined to erect a larger building on the same site occupied by the original octagonal church, which had been set apart for church purposes on the organization of the village in 1660 (viz., S. W. corner of Bergen avenue and Vroom street). As described by Rev. Dr. Taylor, this new building was also of stone, its dimensions 45 by 60 feet. The tower projecting from the front walls was surmounted with a belfry. The only entrance to the audience chamber was through this tower. The archways over the door and windows were ornamented with brick of small size imported from Holland. Over the door was a stone in which was indented the words "Kirk gebouwt in het yaer 1680" (Church built in the year 1680), which was taken from the wall of the old church and inserted in the wall of the new church with the additional inscription, "Her bouwt in het yaer 1773" (this built in the year 1773). At the time of the demolition of this building and the erection of the present "Old Bergen Church," this same stone with its two inscriptions was likewise imbedded in the south wall, where it may still be seen. The church erected in 1773 was always considered a choice specimen of symmetrical architectural beauty. It was torn down in 1841 and its materials utilized in the erection of the present building. A description of this building states "the stones of the old edifice were used, with others gathered from the fields for this new church. The whole were freestone but of various shades, from an almost white to a dark brown color. It was symmetrical in its proportions and the whole of the materials were of the best kind, all of them massive and very durable. The pulpit was of the antique model, standing on a single pillar and of sufficient capacity for only one person, and overhung with a large sounding board. The whole floor and the galleries were pewed. The seats were sold only as sittings, the sittings at the death of the owner to descend to the next of kin on the payment of six shillings for such seat. It was called an heir seat, but if not paid for by the heir within a specified time it was sold to whomsoever would purchase it, for the sum of one dollar." Family pews were not common in that day.

The Rev. Mr. Jackson was a sturdy patriot, and because of his outspoken utterances during the Revolution he was haled before the authorities at New York and warned. He justified his utterances by stating that he considered it a part of his duties to speak plainly. He was forgiven but continued the practice. It was during his pastorate that a descent was made upon his congregation by a band of renegades as they were on their way to church one Sabbath morning. They were maltreated and their clothing exchanged for the delapidated garments of their captors, so that when arrayed therein, even in the dangerous situation in which they found themselves, the ludicrous appearance of some in their enforced attire created smiles from their associates. The Rev. Mr. Jackson continued his active ministry, serving faithfully

the congregations of Bergen and Staten Island, until by reason of increasing mental infirmity he was obliged to relinquish his pastoral duties entirely in 1789. He, however, at the wish of the church, continued to occupy the parsonage with his family until his death, which occurred July 25, 1813. With the close of his active ministry the connection between the churches of Bergen and Staten Island ended.

Following Mr. Jackson, the Rev. John Cornelison was installed as joint pastor of the churches of Bergen and English Neighborhood, in 1793. He was to preach in Dutch in Bergen on Sabbath mornings, and in the afternoon expound the Heidelberg Catechism in English, while he was to preach in Dutch at the English Neighborhood only occasionally. His services were to be divided, two-thirds to Bergen and one-third to English Neighborhood. During his absence from the church at Bergen, the services there were to be conducted by the voorleser. The semi-union of the churches of Bergen and English Neighborhood continued until 1806, when it was terminated. The great extent of this pastorate, reaching from Bergen Point on the south for a distance of eighteen miles to the north, including Powles Hook and Hoboken, became too burdensome with the increasing labor consequent upon the increase of population, and it was deemed wise to dissolve the connection. Under the new arrangement the dominie was obliged to divide his services equally between the Dutch and English, using the respective languages on every alternate Sabbath. He ministered with great zeal to the colored people, who were very numerous in his day, most of them being slaves. He opened special services for them in his own house, formed them into classes, taught them to read, and catechised them faithfully. Many of them became communicants of his church. During the latter part of Dominie Cornelison's pastorate, other denominations were being organized within the limits of Bergen township, and "The Old Bergen Church" ceased being the only place of worship for the community. Dr. Cornelison passed to his reward in 1828, and was succeeded by the Rev. Dr. Benjamin C. Taylor on May 29 of the same year.

In those early days the church was the center of social as well as religious activities. The demands of daily life were so insistent that but little time could be allowed for neighborhood intercourse, hence the weekly religious meetings were looked forward to in a great measure as affording opportunities for friendly gossip. The church at Bergen being the only place for general religious gathering in what is now Hudson county and beyond, the people came from near and far to again mingle together and join in worship. They came together early, so that before service they would have time to consult together on matters of general interest and relate to each other their trials and troubles, sure of receiving the sympathy and advice so greatly appreciated; and this custom was continued even down to the early '50s. As interestingly narrated by Rev. Demarest, of English Neighborhood:

I wish that I could give an authentic account of the churchgoing habits of these people during their connection with the church at Bergen. Doubtless they were all in attendance on each Communion day, whether it were the Lord's day or Monday. They would make all their preparations on Saturday or the day previous so that they might start early in the morning, for the distance was nearly twenty miles, the roads not macadamized, the wagons springless and the horses not very fleet. Besides, it was desirable to have after so long a journey a half-hour's rest before the service, for the good of body, mind and soul.

The proximity of the Inn to the church (the old Stuyvesant Tavern, recently demolished, that stood on the corner of Glenwood and Bergen avenues), customary in those days, was not an unmixed evil. Perhaps after the services some Van Horne or Van Winkle or Van Reypen, Van Wagenen or Vreeland, would insist on taking the company home to dinner, for nothing pleased the Dutchman of that day so well as to have his table crowded on a Sunday by people



SECOND CHURCH, ERECTED 1773, BERGEN AVENUE AND
VROOM STREET

whom he respected. Sometimes very little of the day, especially in the winter, would be left after the close of public worship, for the Communion service occupied hours, and then they would tarry 'till morning and on the Monday wend their way homeward. They were not so driven and hurried in their worldly business as men now are. Perhaps they brought their lunch with them and, having been refreshed by it, started on their tedious journey for home, which they would not reach until nightfall. We may well believe, too, that the forests through which they passed in going to and returning from the house of God, were made to ring with the Psalms of Marot and Beza.

CHAPTER XI.

BEGINNING OF JERSEY CITY.

It will be remembered that in 1698 Cornelius Van Vorst purchased from Abraham Planck, Powles Hook, under the same description as conveyed by The West India Company to Planck sixty years before. In 1804, Anthony Dey obtained from Van Vorst a perpetual lease of the same property by following description: "Bounded on the east by Hudson's river, on the north by said river or the bay commonly called Harsimus bay, on the south by the said river or the bay commonly called Communipaw, and on the west by a line drawn from a stake standing on the west side of said tract (from which stake the flagstaff on Ellis Island bears South 1.20 East and from which the chimney of the house of Stephen Vreeland on Keyman bears South 56.10 West, from which the steeple of the Bergen church bears North 50.20 West), north 26.30, east to Harsimus Cove aforesaid, with the right of ferry from the said tract or parcel of land across Hudson's river and elsewhere, and the right and title of the said Cornelius Van Vorst under the water of Hudson's river and the bays aforesaid opposite the said premises as far as his right to the same extend." Thus easily passed away the opportunities for a quick growth and development of the natural advantages so lavishly presented to a future generation.

In order to effect a proper organization for the holding and development of the property, Anthony Dey, April 18, 1804, passed title to Abraham Varick, of New York, who transferred the same the next day to Richard Varick, Jacob Radcliff and Anthony Dey" the "Lands on Paulus Hook as shown on a Map made by Joseph T. Mangin of the City of New York," also "the present wharves and rights of soil from high to low water mark, to extend from north to south the breadth of 480 feet on Hudson street and the right and title to the land under water in Hudson's river opposite the said premises above granted, together with the exclusive right of Ferry from Paulus Hook to the City of New York and elsewhere."

The same year application was made for the passage of an act incorporating "The Associates of Jersey," giving them a perpetual charter with almost absolute rights and power. Immediate steps were taken for the improvement of the property, and arrangements made for placing it on the market at once. The property was laid out in 1,344 lots, and the following prospectus issued:

The Proprietors of Powles Hook have lately completed their purchase and agreed with Major Hunt, the present occupant, to deliver the possession of the premises to them (except the ferry buildings now occupied by him), and they give notice they will commence the Sale of lots at Powles Hook at Public Vendue on Tuesday the 15th day of May next at Powles Hook, and on the succeeding day at the Tontine Coffee house in the City of New York. The sales will commence at 12 o'clock noon on each day. A Map of the whole ground will be exhibited and the conditions of the sale made known by the first day of May next at the Office of Mr. Dey, No. 19 Pine street, in the City of New York, and also on the days of sale. An accurate survey of the premises is now making, which will include the extent of the grounds both at low and high water mark, and the soundings in the river to the depth of 16 feet at low water, for

the purpose of building docks or wharves, at proper distances in the channel, which closely approaches the shore along the whole front upon the river. The different elevations of the ground will also be accurately taken in order to ascertain the proper height for the central streets, from which the most advantageous descent will be given in every direction to the water. It is proper to notice that the whole premises will be surrounded by the waters of the Hudson.

The tide at present unless obstructed, flows through a small ditch in the rear which extends from the North to the South bay. A straight canal along the line by which the property is bounded on the west, is proposed to be opened of sufficient depth and dimensions for the passage of flat bottomed boats by which the whole tract will be insulated and possess the benefits of navigation on every side.

The natural shape of the grounds with these and other advantages will also furnish a fair opportunity to determine by experiment how far local situation, with the aid of proper regulations will tend to protect the health of the inhabitants. This is an object that shall receive early and strict attention.

Thus early were the splendid commercial possibilities of our city recognized, but the same paralyzing influences prevented the execution of the project, that even to this day prevent the carrying out of important needful improvements. Hudson street, at times overflowed by tide water, was the eastern boundary; Harsimus Cove and First street the northern; a line drawn from about the corner of Washington street and First to South street or Communipaw Cove formed the westerly boundary; while the waters of the bay limited the southern extent. The intersection of Grand and Washington streets being the highest part of the town, established the grade for the whole plot, inclining from this point in all directions. The northerly side of Montgomery street was washed by the waters of a goodly sized creek, and the westerly side of the plot descended into a deep marsh which was intersected along Warren street by a tidal creek which continued along present Newark avenue and emptied its waters into Harsimus cove at Henderson street. Boats of goodly size frequented this creek, which was the landing place for the many shad fishermen who frequented the waters of the bay, for the discharge of their cargoes.

Notwithstanding the efforts made to attract investors, the development of the plot was slow. The persistent claim of ownership by New York of all lands under water to low water mark on the New Jersey side of the river, caused the new enterprise much embarrassment. This claim was, of course, denied by the Associates, who notwithstanding the warnings to desist from building wharves, continued their operations, but the uncertainty in reference to water rights greatly interfered with the projected sale and only a few lots were disposed of with following results: Two lots on Morris street, at \$225 each; one at \$230; two at \$250; one lot on Montgomery street at \$200; and one at \$250.

The first house built under the new regime was in 1806, on Essex street, which locality before the march of improvement obliterated its natural beauties, was most attractively situated for residential purposes. High and commanding, the ground sloped gradually to the shore, affording a wide unobstructed view of the bay, bordered by the hills of Long and Staten Island in the distance. It naturally became in the early days the choice location for residences. Notwithstanding the utmost efforts of the Associates, the growth of the embryo city was slow. Although laid out in lots, the streets were ungraded, as well as unlighted. The water supply was unsatisfactory and no definite system of governing and control had been established. In order to secure a general water supply, the Associates in 1807 offered a bounty of \$1 per foot toward the cost of digging wells, provided they were at least five

feet deep. Under this offer one Amasa Jackson dug a well five feet wide and seventeen feet deep at the foot of Sussex street, receiving therefor the sum of \$17. August 10, 1816, Colonel Varick purchased three lots on Essex street, directly fronting the bay, and erected thereon a double brick dwelling, others followed him, and in a short time the shore was lined with comfortable, attractive homes, with the dormer windows affording a convenient outlook over the bay.

November 13, 1819, the Associates applied to the Legislature for the passage of an "Act to Incorporate the City of Jersey," in the county of Bergen, which act was passed January 28, 1820. Under this act the control of the city passed under a board of control consisting of five freeholders called selectmen, and the limits of the city determined as follows: Bounded on the west by a creek between the Associates of Jersey and lands of Cornelius Van Vorst; east by the middle of Hudson's river; north by Harsimus cove; and south by Communipaw cove and South street. The amount of the tax levy was limited to \$100. In 1825 Joseph Kissam, who had been appointed tax collector, reported collections amounting to \$18.45 balance arrears. The selectmen met at the hotel on Grand street and paid for all accommodations, including light, heat and stationery, the sum of \$1 for each meeting, increasing the revenue by fining themselves for tardiness twenty-five cents and for absence fifty cents.

Because of the limitations of this act, no improvements could be carried forward, taxes could not be collected or assessments levied, and enlarged powers of government were found necessary. Through successive acts of the Legislature, enlarged powers were granted to the infant city, until February 22, 1838, when its name was changed to the Mayor and Common Council of Jersey City, and it was at the same time divorced from the township of Bergen, the full history of which will be given in its appropriate place under the title of Jersey City, as one of the units of Hudson county.

Among the first to take advantage of the new order of things was Robert Fulton, who located his shipyard and drydock on the river bank about at present Green and Morgan streets, receiving a deed therefor dated November 3, 1804. Other industries followed, and several of the lots were sold and dwellings erected thereon. In 1807 a building was erected on the north side of Sussex street, west of Washington, which was utilized for both educational and religious purposes. May 12, 1808 the Jersey Academy was incorporated, and Reuben Winchell served as schoolmaster. The school convened in the lower part of the building, the upper part was converted into a hall in which religious services were held. In the basement the unruly were confined. About 1815, Isaac Edge, having obtained a plot of ground from the Associates, which bordered on the bay just north of present Montgomery street east of Greene, and recognizing the needs of the farming community at Pavonia and surroundings, erected thereon a windmill for grinding the grain produced there. This was brought from the distant parts of the township in boats and unloaded directly at the wharf of the mill. On the advent of the New Jersey Railroad and Transportation Company in 1839, the mill was taken down and shipped to Southold, Long Island, where it continued its usefulness until destroyed by fire in 1870.

In 1824 the glass works were established at the corner of present Washington and Essex streets, by Phineas C. Dummer, and was continued as one of the important industries under Reed and Moulds until about 1860, when the property was absorbed by Matthiessen and Wiechers, sugar refiners. In

1825 the Jersey City Pottery Company came into being, and was located one block west from the glass house, corner of Warren and Essex streets.

In 1820, January 20, an act was passed by the Legislature to incorporate the city of Jersey City, in the County of Bergen, under "A Board of Selectmen of Jersey City," authorized under said law "to conduct the affairs thereof." Finding the powers granted by the act insufficient, January 23, 1829, another act was passed incorporating "The City of Jersey, in the County of Bergen," and by it the freeholders and inhabitants of all that part of the township of Bergen formerly called Paulus Hook by the name of "The Board of Selectmen and Inhabitants of Jersey City."

March 8, 1836, a supplement to this act was passed authorizing assessments for the improvement of the city, making the property benefited liable therefor and authorizing an exchange of part of the public grounds. The government being still defective, an amended charter was passed by which the inhabitants within the limits aforesaid were declared a body corporate by the name of "The Mayor and Common Council of Jersey City." This act repealed all former acts except the Supplement of 1836, which was to be taken as part of the present charter. Further and more definite history of our present flourishing city will be given later under its appropriate head.

CHAPTER XII.

THE FORMATION OF HUDSON COUNTY.

The growth of population in the eastern part of old Bergen county, and the consequent increasing necessity for greater and more convenient court accommodations, led to an agitation for the division of the county. Its extensive area, reaching from the Hudson river and New York bay on the east to and beyond the present city of Paterson on the north and west, and the rapid increase of population throughout this territory, especially along the eastern border, demanded immediate action to relieve the situation. With the court of the county located at an inconvenient distance (Hackensack), with inadequate means of communication, the people of the eastern section (Bergen township) were subjected to great outlay of time and expense in order to avail themselves of adequate court privileges, hence they began a systematic movement for better facilities for court procedure.

A meeting of the inhabitants of Bergen and vicinity was held at Drayton's Hotel (northwest corner of present Newark and Summit avenues), North Bergen, October 26, 1839, to further the movement, and resolutions were adopted setting forth the inadequacy of court privileges and requesting relief from the Legislature through the erection of a new county. As expressed in the petition, "Because of the great increase of business from year to year, calling for the attendance of parties, jurors and witnesses, at distances varying from twelve to twenty miles, and the proximity of the City of New York requiring the exercise of a rigid police, they (the inhabitants) are at an inconvenient distance from the County Town and Courts of Justice, &c."

January 12, 1840, a petition was submitted to the Legislature for the passage of an act forming a new county out of the townships of Lodi, which was located in Hackensack township, Bergen, and the city of Jersey City. On February 4 following, a bill was passed creating the county of Hudson, defining its boundaries as follows, and likewise dividing the new county into townships:

Beginning at the Northeasterly corner of the present Township of Bergen, in the boundary line between this State and New York, thence running Westerly on the line which divides the said Township of Bergen from the Township of Hackensack to the Hackensack river, thence down the middle of the said Hackensack river to the middle of the Turnpike road of the New Barbadoes Toll Bridge Company, thence Westerly along the middle of said Turnpike road in the various courses thereof to the middle of the abutment of the bridge across the Passaic river opposite the village of Aquackanonck (Belleville), thence along the middle of said bridge to the point where it meets the line between the present Counties of Bergen and Passaic, thence down the Passaic river and Newark bay in the several courses thereof, on the boundary line between the County of Bergen as the same stood before the passage of this Act, and the Counties of Passaic, and Essex to Kil Van Kul, thence eastwardly on the boundary line between this State and the State of New York up the said Hudson to the place of beginning. Also the present Township of Bergen shall remain Bergen Township, the part of the Township of Lodi lying within the limits of the County of Hudson, shall be known as the Township of Harrison, Jersey City to remain a City in the County of Hudson, the whole county covering an area of about sixty square miles.

The territory added to the old township of Bergen to form Hudson county and located between the Hackensack and Passaic rivers, is now generally known as West Hudson. It contains the towns of Harrison and Kearney and the boroughs of East Newark and Arlington. In 1668 this section was purchased from the Lords Proprietors of New Jersey by one William Sanford, who came from the Island of Barbadoes, West Indies. His purchase was, however, subject to whatever rights of ownership the native Indians might assert. These rights they surrendered for the following consideration: "170 fathom of black and 200 fathom of white wampum; 19 match coates; 16 guns; 60 double hands of powder; 10 pairs of breeches; 60 knives; 67 bars of lead; 1 anker of brandy; 3½ fats of beer; 11 blankets, 30 axes; 20 hoes, and 2 coates of duffel;" under the following description: "Beginning at the mouth of the Hackensack and Passaic rivers, thence to go up northward into the country about seven miles till it comes to a certain brook or spring (now called Sanford's Spring)." This territory he called "New Barbadoes Neck." Sanford seems to have negotiated this purchase for Major Nathaniel Kingsland, also of the island of Barbadoes, for the title to the property became vested in the major, who in June, 1671, conveyed to Sanford one-third of the whole tract, measuring from the junction of the rivers, north, for £200.

In the overturning of the English government in 1673 by the Dutch, Governor Cole became invested with full authority over New Netherland. Kingsland refused to recognize his authority and hence his property was confiscated and sold to the representatives of the city of Newark "for and to the behoof of themselves and the rest of the inhabitants of the Town of New York, being the two-thirds neck of land lying at Arthur Coll between the rivers Pissawack and Hackensack, reaching from the point of land opposite to the town of Newark in Pissawick, according to the respective ground briefs and Patents of date 1668, of which one-third part was conveyed to William Sandford, which part is excluded from this conveyance." However, in 1674, after the restoration of the English government, this property came again into the possession of Kingsland, but remained subject to the control of the city of Newark.

Sandford having retained ownership of the portion conveyed to him by Kingsland in 1671, settled on the east bank of the Passaic, founding there a village which in 1680 was alluded to as "Sanfort, an English village opposite Milfort" (the original name of Newark). In his will made in 1690, two years before his death, Sanford stated his wish to be buried on his own plantation, and requested his friends "to assist and favor the concerns of a poor ignorant widdow and five innocent children with their best advice and councill, to preserve them from those vultures and harpies which preys on the carcasses of

widdows and fatten with the blood of orphans." A part of the Sandford tract was purchased by Colonel Peter Schuyler, and in his honor was called Petersborough. In 1804 the name was changed to Lodi.

When East Jersey was originally divided into counties in 1675, New Barbadoes Neck (or the section under consideration) was included within the same jurisdiction as "Elizabethtown and Newark to make a County," and so remained until 1693, when the confines of Bergen county were enlarged and the territory divided into three townships, viz., Bergen township, New Barbadoes township, and Hackensack township. When the present county of Hudson was formed in 1840, its boundaries were defined as at present recognized, and its division into townships as follows: "That part of the township of Lodi lying within the limits of the county of Hudson, shall be known as the township of Harrison. (In 1867 the northerly part of the township was set off for the township of Kearney). Although this section was included in and hence legally bound to Hudson county, nevertheless its proximity to the city of Newark and its close affiliation therewith in matters of business as well as of social intercourse, created a sympathetic attachment thereto that is hard to overcome, while its separation from and difficulty of access with the easterly part of Hudson county rather increased the feeling of aloofness. However, the gradual filling in of the intervening marshes and the establishment of many important industries thereon, together with improvement of transportation facilities, is fast obliterating the feeling that once existed, and the sections are being more closely drawn together and a greater community of sentiment created.

After the death of Kingsland, his property was divided among different members of his family, and in 1710 a portion of Barbadoes Neck was sold to Arent Schuyler for £330. Schuyler had become prominent in those days through his intercourse and negotiations with the Indians, having been accredited as a sort of Indian commissioner by Governor Fletcher, of New York. In the cultivation of his plantation one of his slaves while ploughing, turned up a peculiar colored stone of a somewhat greenish hue and of considerable weight. It was found to contain a large percentage of copper. Schuyler's investigations discovered the existence of a considerable body of copper, and in a primitive way he began mining operations, so that before his death a considerable amount of copper had been shipped to England. Schuyler feeling that some remuneration was due his faithful slave, asked him what three things he most wished for. The answer was: First, to remain with his master as long as he lived; second, that he might have all the tobacco he could smoke; and third, that he might have a dressing gown like his master's, with big brass buttons. But Schuyler considering his request too modest, asked him what more he would like. After due deliberation the simple fellow expressed his wish for "a little more tobacco." In 1761 an organization was formed to which the mine was leased and active operations began. A steam engine was brought from England, and with it came as engineer Josiah Hornblower, the father of former Chief Justice Hornblower, whose descendants are still well known in our county.

In order to facilitate the shipment of ore, Schuyler laid out a road over the marsh from the mines to the Hackensack river, which was opened in 1756. In 1772 application was made to the Legislature for the passage of an act authorizing the improvement of this road in following terms:

Many of the inhabitants of the Counties of Essex and Bergen, have by this Petition set forth, that a certain Highway through a Cedar swamp and over the meadows and marsh on Barbadoes Neck to Hackensack river, is very useful and will be beneficial to the inhabitants of

the Northern part of Sussex, Morris, and Essex Counties in passing to and from New York by Paulus Hook, and that Colonel John Schuyler at his own private expense hath at great charge erected a causeway of cedar logs through the said swamp and meadow, upward of three miles in length and built proper bridges at an expense of 3,000 pounds, and said road will be in danger of being destroyed by fire unless properly covered with gravel and that such covering will be attended with an expense of at least ten hundred and fifty pounds—an additional expense too great to be borne by the said Col. John Schuyler, etc.

For the government of the county, it was stated that the chosen freeholders of the townships of Bergen, Harrison and the city of Jersey City shall constitute "The Board of Chosen Freeholders of the County of Hudson." At a joint meeting of the Legislature held February 27, 1840, the following persons were appointed officers of the new county: Robert Gilchrist, clerk; Edmund W. Kingsland, surrogate; Stephen Garrison and Cornelius V. V. Kingsland, judges. The first Hudson County Court was organized April 14, 1840, and held in Lyceum Hall, still standing, on the south side of Grand street, west of Washington street, Jersey City, Chief Justice Hornblower presiding. September 19, 1843, the court removed to the hotel then standing at the junction of Hoboken and Newark avenues.

The first meeting of the Board of Chosen Freeholders was held May 13, 1840, at Drayton's Hotel, Five Corners (Newark and Summit avenues). The members of same were as follows: From township of Bergen, Garret Sip and Abel I. Smith; from township of Harrison, Joseph Budd and William C. Kingsland; from the city of Jersey City, John Griffith and Abraham Van Santford. George H. Brinkerhoff was made sheriff, and Jacob D. Van Winkle county collector.

The report of the first county collector shows receipts and expenditures from June 13, 1840, to May 27, 1841: Receipts, \$5,097.32; expenditures, \$4,990.35; and for the year from May 27, 1841, to May 13, 1842, receipts, \$3,712.77; expenditures, \$3,482.52. Population of Hudson county at time of organization, 9,404.

The necessity for enlarged and permanent court accommodations was soon evident, and the erection and location of a suitable court building became the all absorbing question. Different sections of the county claimed the distinction. At last it was determined to submit the question of location to a vote of the people. The election was held June 2, 1840, with the following result: Bergen cast 506 votes for North Bergen, with 2 votes rejected; Jersey City, 20 votes for North Bergen, and 281 for Jersey City; Harrison, 54 votes for North Bergen, and 2 for Jersey City. The preference for North Bergen was thus decidedly shown, and the freeholders thereupon selected part of the plot on which the present court house is standing. Plans were drawn and adopted, but the cornerstone of the contemplated building was not laid until October 17, 1844, and the building completed and dedicated March 11, 1845. The "Jersey City Advertiser" of March 15, 1845, gives the following description:

We were unable to do much more than notice the opening of the Court House on Tuesday last. It is our privilege to-day to be able to furnish a more extended account. * * * The location of the building we believe is generally known, being in North Bergen, a short distance from the brow of the Hill, somewhat central between that and the Five Corners. The building is constructed of trap rock and has been raised, as remarked by the overseer, "as it were out of the very ground on which it stands, the stone being taken therefrom." The court room is 48 by 49 feet, and is in the second story. On the ground floor are the offices of the county clerk, surrogate, State attorney and sheriff, and also the grand jury rooms. * * * The Court House in its design, manner of execution, &c., so far as we have heard, has given general satisfaction, and as we have remarked in our last, reflects becoming credit upon all who have contributed in any way toward its construction.

This building served its purpose until the completion in 1913 of our present magnificent structure, whose architectural beauty and completeness of design compels universal admiration.

At the time of the creation of Hudson county, the territory was very sparsely settled. There were grouping of houses here and there, generally at some crossroads, and scattered wide apart farm houses appeared among the trees. The quaint houses of old Bergen town still clustered about the square, in the center of which stood the Liberty Pole, erected in 1812, that marked the location of the well dug in Indian times. Communipaw nestled along the same shore line with contour unchanged since the savage launched his canoe, or Jensen's periaugua ferried over his infrequent passenger to New Amsterdam. Hoboken was a delightful summer resort frequented by many for the enjoyment of its healthful attractions, the subject of song and story; while Paulus Hook had but a short time previously attained to the dignity of a city, with limits at Grove street, under the name of "The Mayor and Common Council of Jersey City," but very generally retaining the old familiar name of "Paulus Hook."

The greater part of the northern part of the county was almost entirely woodland, and was the source from whence many of the occupants of the lower part of the county obtained their firewood. All along the western slope a fringe of woods extended, separating the upland from the marsh that reached to the river bank. Southward the little groups of Pamrepogh, Saltersville, Centerville, Constable's Hook and Bergen Point gathered in their immediate neighborhoods, and with the territory stretching from shore to shore, growing into the present opulent city of Bayonne. From Weehawken to Bergen Point, broad fertile farm lands yielded their abundance to the toiling husbandman, who at certain seasons abandoned his well-tilled fields for the equally remunerative water farms stocked with toothsome shad, delicious oysters and other shellfish, for which a ready sale was found in the markets of the neighboring city. At that time but two roads extending north and south afforded vehicular communication between the two sections. At intervals narrow lanes leading from these gave access to the different farms. In the northern part of the county what is now known as the Hackensack plank road led to the county court house at Hackensack.

For nearly two centuries but few changes had occurred in this territory. The people retained the characteristics of the Fatherland to an unusual degree. The Dutch language was spoken universally, especially by the older generation, and farm lands covered nearly the whole territory. Less than seventy-five years ago large portions of what is now the most thickly settled residential sections were farm lands covered with farm produce of every kind, and the country stillness was broken only by noises from the barnyard or the barking of the restless watchdog.

Perhaps no other locality in such proximity to the business center of New York retained its rural habits and aspects to so late a date as did most of the territory now known as Hudson county. Hemmed in on the east and west by marshland, the long ridge of high ground stretching from the present northerly boundary to the Kill van Kul was in a measure isolated. In these days of rapid transit we can scarcely realize that within the memory of those still living, there were no local facilities for the transportation of travelers. Of course, the lumbering stage coaches on their way to Philadelphia, Newark or Paterson and beyond, passed over the highways, but until about 1848 there were no means for public transportation, and then a one-horse stage sufficed

to carry back and forth to and from the ferry the few who came from the city to dwell among the rural surroundings. The woods and marshes that covered the greater part of the county, at certain seasons abounded in game of many kinds and afforded a goodly recompense to the hunters who frequented them. Immense flocks of wild pigeons in the early fall passed over and settled in the woods and grain fields on the western slope, and were ensnared in large numbers by the watchful sportsman who gathered in a goodly sum for their sale at New York City markets.

From these rural beginnings our present populous enterprising county has grown within a period of a little over eighty years. Although the central ridge of high ground extending north and south throughout its center presented unsurpassed opportunities for attractive homes, the difficulties of access because of the surrounding marshes, and the characteristic love of the Dutch owner for his home acre, prevented its more rapid development. The casual wayfarer from the neighboring city, tired of its noise and bustle, often sought the quiet of our shores and lingered among its rural surroundings, inhaling the pure healthgiving breezes that swept in from the sea. The city of New York was foreshadowing its great commercial importance, and the territory on the opposite side of the river was already attracting attention, not only because of its proximity and convenience of access, but because of the recognized possibility of its future development. The progressive influences of the nearby city were felt, and the transforming of some of the old farms into building lots and gardens opened up the opportunity for secluded home life, and one by one more modern houses dotted the hilltop, and the advantages offered throughout the whole territory for manufacturing and commercial purposes being recognized, the hum of busy industries soon displaced the old-time quietude and echoed from the heights of Weehawken to the shores of Bergen Point.

Although the territory of old Bergen township still remained without change and under the same governmental control, its different sections were known and distinguished locally by their original colonial names. Beginning at the northwesterly corner of the township, the island of Siskakes (Secaucus), surrounded by marshes, looms up. Eastward along the bank of the Hudson is the territory known as Weehawken, and on the south, directly adjoining, the "Island of Hoboken" is located. The two last still retain their original names, but the territory of the former is considerably curtailed. Next adjoining still southerly, the section between Hoboken and present Newark avenue, and between the Hudson and the foot of the hill, was known as Harsimus. Adjoining this on the south came Paulus Hook, which jutted out into the Hudson, forming a sheltered bay about the shores of which farther south and on the westerly side the houses of the little village of Communipaw clustered. Southerly and beyond, the high ground along the bay was known as Rancocus, and adjoining this on the south the point of Kewan extended out forming what is now known as Caven Point. Back of these and extending westward up over the brow of the hill and reaching southward indefinitely, was Pambripogh, or Pamripo, as it was more generally called; next, Mongachque (the place of good crossing) was located, and at the extreme southeastern corner of the township, extending out into the bay and bounded by the Kill von Kul, was Constable's Hook, to the west of which was Bergen Point, although as a rule this latter name attached itself to all the extreme end of the township. About the central part of the township and located on the Heights, was the "village of Bergen," noted as having been the first incorporated government of continuous existence in the State of New Jersey.

As we have seen, Hudson county includes within its bounds not only the territory lying between the Hudson river and the Hackensack, but also that between the Hackensack and Passaic in addition. It hence secures an unusual water frontage, with opportunities which, properly developed, would at once bestow upon it unrivaled commercial and manufacturing facilities, while from its location it becomes the natural distributing point for the products of the whole nation. Probably one reason for the delay in pushing these natural advantages to the utmost, was because of the marshy nature of the shores bordering on these rivers, and the great expense attending their development.

The area between the upland and the rivers on both sides, as well as the territory west of the Hackensack to within a short distance from the banks of the Passaic, where the upland again appears, was composed of deep salt marsh, making the approach from the river bank as well as intercommunication, very difficult. This difficulty is now in a great measure overcome. The growing demand for manufacturing sites and the increase of population have compelled the improvement of these marshes, which are being fast converted into dry ground and appropriated for manufacturing and business purposes.

A New Era was dawning. The Spirit of Progress was pushing out the old conservativeness. Changes were slow but gradual, presaging that future growth and development the history of which will be told in the story of the different units into which the county is divided, and also in the further telling of its wonderful advance and accomplishments.



PART TWO

JERSEY CITY

CHAPTER I.

JERSEY CITY.

A Century of Municipal Life, or One Hundred Years of Progress.

Jersey City, as one of the most important communities in Hudson county, deserves special consideration. Its growth and activities have entered very largely into the development of the county, and are important factors in the increase of its wealth and resources.

Its forerunner, "Old Powles Hook," in common with the rest of Pavonia, slumbered for many years. Owing to surrounding conditions its progress was for some time hampered, but for nearly two centuries, after all danger from marauding Indians had been removed, it still remained in a semi-somnulent state, and even in later years it continued only as the "Old Powles Hook," with its primitive landing and stage coach terminal. In sympathy with the surrounding territory, it was enveloped with an atmosphere of conservatism that prevented its development.

True, the Van Vorsts with characteristic energy had formed a little settlement at Aharsimus. Verplanck with his associates cultivated his boueries at Powles Hook; Van Putten labored with his brewery at Hoboken; Siskakes (Secaucus), Pembrepogh, Mingachque, Greenville and Rancocus were just emerging from their primitive conditions; while the village of Bergen, where the development of the county began, was the seat of justice for all.

Although Michael Pauw received his grant in 1630, it was not until 1804 that we find any special indication of change. For some little time the merchants of New York had looked upon this property as a possible remunerative investment, and at last the time had arrived, seemingly propitious, for action. Van Vorst's efforts to improve his holdings had not yielded the result anticipated, and he was willing to enter into negotiations for its disposal. Anthony Dey, a New York merchant, became interested and after considerable negotiation accomplished his object, and March 6, 1804, received a conveyance from Van Vorst, of Powles Hook, with all water privileges, in consideration of the payment to Van Vorst annually of the sum of \$6,000.

For the purpose of effecting an organization for the holding and development of the property, one month later, on April 18, 1804, Dey conveyed to Abraham Varick, of New York City, who in turn transferred to Richard Varick, Jacob Radcliff, and Anthony Dey, the same property as originally conveyed by Van Vorst to Dey the month previous. Their intentions were expressed in an article published in the "Sentinel of Freedom," of March 13, 1804, as follows:

We understand that Anthony Dey, Richard Varick, and Jacob Radcliff, Esq's of the City of New York, have obtained from Mr. Van Vorst a perpetual lease of the land and premises known as Poulus Hook. Application has been made to our Legislature for an Act of Incorporation for themselves and Associates, and leave to present a Bill at the next sitting. It is contemplated to level the place and lay out a regularly planned City. It will be laid out in 1,000 lots valued at \$100 each; requiring of every original adventurer Six per cent., which amounts to \$6,000, equal to the sum agreed to be paid Mr. Van Vorst annually. We further understand that some of the most wealthy and influential citizens, both of New York and this State, have embarked in the undertaking—and who knows but that a very few years will make it the emporium of trade and commerce of the State of New Jersey. [A prediction, the fulfillment of which although long delayed, is fast being verified.—Author].

The above owners issued one thousand shares of stock covering their purchase, and having disposed of a number of these, formed an association which was incorporated by the Legislature, November 10, 1804, under the name of the "Associates of the Jersey Company," with a perpetual charter and powers as defined in the act, viz.:

That the Associates and their successors shall have power to make and lay out all streets and squares upon all and every part of said premises, and to establish such as have already been laid out, and from time to time to regulate the same * * * and to order and regulate the building of all docks, piers, and wharves and of storehouses and buildings thereon. That the said Associates shall have the privilege of erecting or building docks, wharves or piers opposite to and adjoining said premises on the Hudson river and the bays thereof as far as they may deem it necessary for the improvement of said premises or the benefit of commerce and to appropriate the same to their own use.

The Associates and their successors, therefore, had the absolute right to, and control of, the property known as "Poulus Hook," not only of the land itself, but also of the waterfront with all water privileges and the right to hold and improve the same for their own benefit; thus, as it were, erecting a wall of such durability that it has endured throughout all the passing years, and is still maintained in all its original strength.

February 1, 1805, the original owners transferred "Poulus Hook" to the Associates, who thus became the sole owners. For fifteen years they struggled to make their venture a success, but notwithstanding their utmost efforts, the growth of the community was very slow. In order to hasten the improvement of their holdings, the Associates offered special inducements to prospective purchasers of lots, resolving "That if any such should within one year from April 1st, 1805, erect a building to cost not less than \$500, that 5% of the cost of the building should be deducted from the cost of the lot." Robert Fulton was offered special terms to locate his shipyard here, and one block of ground was assigned to him for the keeping and repairing of his vessels, in consideration of the payment by him to them of the sum of \$1,000 within five years, without interest.

In 1806 a small school for the children of the then inhabitants of Poulus Hook was established on Sussex street, west of Washington. It was a private enterprise conducted by one Charles Gardner and William Meigs. A few years after, a second school was started by subscription, and sustained by the same method, but a short time proved the unprofitableness of this dual undertaking and the two schools were merged under the name of "The Mechanics' School," which in 1834 was taken over by the city and became a public school under Mr. Gardner as principal. The tuition was fixed at one dollar per quarter for higher grades, and fifty cents per quarter for the primary pupils.

Nevertheless, the growth of the little community lagged. The conveniences obtainable in the city were lacking, communication with New York was not only somewhat difficult, but at times dangerous, as witness following extract from a letter dated January 13, 1804:

On Wednesday morning I had occasion to cross from Poulus Hook Ferry Stairs to the Jersey side. On my arrival at the boat, I found the wind to blow quite fresh upon which, I asked the ferrymaster if the boatmen had not better take a reef in their sail, he answered, "No," and the mulatto Captain also replied "there was no danger." * * * I agreed with the rest to take my passage with a promise to myself, that if there should be an increase of wind, I would endeavor to persuade our Captain to take in sail. I soon found my fears were not unfounded as at every flaw the perriaugua went gunnels under. * * * Soon after another flaw took us and one or two afterward so severe, that it is a miracle of miracles we were not all sent into Eternity. Independent of this, there was a person on board with a horse and chaise who miraculously escaped having his leg broken by the carriage tumbling about and jamming his leg against the side of the boat. This person lost several articles of his traveling



PRIOR'S MILL AND RESIDENCE, BERGEN 1785

(A Tidewater Mill, that Stood Near the Southwest Corner of Railroad Avenue and Fremont Street, Jersey City)

apparel overboard. He appeared very much enraged and after his arrival on the other side, applied to the Ferrymaster for his property to be replaced. The only satisfaction he got * * * was that the ferrymen's lives were in as much danger as the passengers.

Succeeding sail boats, what were known as "horse boats," were brought into use, so-called because the propelling power was produced by horses traveling upon a circular platform whereby through proper attachments the paddle wheels were made to revolve. The first horse boat carried no cabin above deck, but a room was suitably fitted up for the accommodation of the passengers, in the hold, to which they might retire in case of inclement weather. Boxes of stones were moved about the deck to counterbalance any unequal weight of the wagons ferried across, or in case any special attraction drew the passengers to one side of the boat, thus disturbing its equilibrium, much to the consternation of the timid or nervous.

As another deterrent to the growth of the village, no regular postal privileges were furnished. Letters were sent to Newark or New York, from whence they were obtained by obliging neighbors who had occasion to visit those places, and sometimes delivered direct, but more often were left at the local grocery or bakery to be called for. For some years after, Colonel Dodd was the official mail carrier, and braved the danger of crossing the Hudson in a rowboat, notwithstanding winter storms and floating ice. Again, the lack of police control enabled the rougher element to indulge freely in their propensity for lawlessness, and during the summer time, especially on the Sabbath, this class was augmented by a horde from New York, who free from restraint engaged in brawls and disorders to their hearts' content. Doubtless Murray's distillery, located at the corner of Essex and Hudson streets, was one of the sources of attraction.

For these reasons, many hesitated to select a home site on this otherwise attractive spot. The insistent claim of New York City to the full control and jurisdiction of the waters of the Hudson river and bay, to low water mark on the Jersey side, doubtless discouraged shipping and manufacturing interests from casting in their fortunes with the new enterprise.

Among the few who located here was Robert Fulton. It was here he perfected his first steam vessel, the "Clermont," the successful operation of which induced the formation of a company which undertook to furnish regular ferriage between Jersey City and New York, and to him was given the task of constructing a steam vessel suitable for such purpose. This boat was launched January 17, 1812, and was called "The Jersey." Fulton's description states, "she is built of two boats, each ten feet beam, eighty feet long and five feet deep, distant from each other ten feet, thus forming a deck thirty feet wide and eighty feet long. The propelling wheel is hung between these hulls so as to protect it from injury when entering the dock, or from ice." Floating platforms were arranged at the terminals on each side so as to facilitate the loading or unloading of passengers or freight, in order that by the action of the tides they would be always at a level with the deck of the boat. To celebrate the success of the first crossing, a banquet was given at the tavern of Joseph Lyon, which was attended by the mayor and council of New York City, as well as by many prominent citizens of New Jersey.

The experience of one of the passengers is thus depicted: "I crossed the North river yesterday in the steamboat with my family in my carriage without difficulty therefrom, in fourteen minutes, with an immense crowd of passengers. I cannot express to you how much the public mind appeared to be gratified at finding so large and so safe a machine going so well. The trip

drew thousands of spectators to both shores, attracted by the novel and pleasing scene. One may now cross the river at the slight cost of fifty cents, the same as if on a bridge." In 1813 another boat was added, "The York," and the trips doubled, or, as stated, "every half-hour by St. Paul's clock in New York." The regular fare was twelve and one-half cents each way, thus imposing a regular daily tax of twenty-five cents on the regular passengers. In the winter time the boats were not always able to land at their regular dock on account of the strong tides and floating ice, and hence were obliged to take advantage of an opportunity to land on the New York side, oftentimes at the Battery.

Like previous attempts at ferriage to New York, the undertaking proved unremunerative, and in lieu of obtaining the right to increase rates, the company decided to dispose of the ferry. After many vicissitudes, in 1831 it came again into the possession of "The Associates," who in January of that year leased it to the New Jersey Railroad Company, which by various renewals retained possession of it until 1853, when they became the absolute owners.

CHAPTER II.

EARLY DEVELOPMENT.

The shrewdness of the Associates in donating plots of ground to the different religious societies was soon made apparent, for a considerable influx of inhabitants followed. These lots were, however, upon the outskirts of the solid ground, and bordered upon the marsh that bounded the little city on the west, a disadvantage that was materially felt when building operations were undertaken. The Catholics especially were much embarrassed, for as their building was in course of erection, the western wall collapsed because of the unstable foundation, causing great delay and subjecting the little congregation to considerable extra expense. The Methodists erected a small frame building elevated on piles, on the plot donated to them, and because of the difficulty in entering the building during the frequent high tides, a raised plank walk from the high ground near Washington street to the entrance of the church was required. The Episcopal and Reformed churches were more fortunate in their allotment, as they escaped the marsh land because of the extension of the high ground in their direction, and they experienced no difficulty in the erection of their little frame buildings. That of the latter denomination, when in later years greater accommodation was needed, was moved to the opposite side of Grand street and named "Park Hall." This became the favorite meeting place for all public gatherings, and at the outbreak of the Civil War was the recruiting station for the Communipaw Zouaves, and throughout the continuance of the war it was a resting place for the many regiments that passed through Jersey City on their way to and from the front.

The need of more extensive governmental powers was keenly felt, and November 13, 1819, the Associates applied to the Legislature for the passage of an act incorporating the "City of Jersey." This act was passed January 20, 1820, of which following is a copy:

Be it enacted by the Council and General Assembly of this State and it is hereby enacted by the authority of the same. That all that portion of the Township of Bergen in the County of Bergen, now owned by the Jersey Associates, formerly called "Poulus Hook," and which is constituted and surrounded by a certain ditch as the boundary line between the Jersey Associates and the lands of Cornelius Van Vorst dec'd. On the West and North West: and by the middle of the Hudson river and the bay surrounding all the other parts of the same on the South and East—and the Freeholders and other inhabitants thereof and now and hereafter

residing within the same, shall be and from henceforth shall continue to be, a Corporation and Body Politic in name and in fact, and shall be known as such by the name and description of "Jersey City," and by that name the said Freeholders and other inhabitants shall have perpetual succession and be capable of suing and being sued in all actions and suits of law and equity as occasion may require.

The same act specifies the limits and powers granted to said corporation, being principally in relation to the control of streets and public grounds, markets, etc., under the title of "The Board of Selectmen of Jersey City." Under this act the citizens were authorized to elect annually five freeholders as selectmen, and as the first board, Samuel Cassidy, Doctor Condit, Joseph Lyon, John K. Goodman and John Seaman were named. Thus was brought into being by legislative action the infant city of Jersey City, which although small and insignificant at its birth, under the same name, and through several additions to its territory and changes in form of government, has developed into the great city of modern times.

The first meeting of the selectmen was held May 22, 1820, at the house of Joseph Lyon, innkeeper; and the board organized with the election of Joseph Lyon, president, and Samuel Cassidy, clerk. The only questions discussed were: First, the means of preventing hogs and horses from roaming at will through the streets; and secondly, to secure the passage of a resolution requiring that "bread sold and vended here be no lighter or in quality different from that made and sold in New York." Thus in the very early history of the city was initiated, as the most important feature of local government, a movement for proper sanitation and pure food.

The expenditures of the board, for all accommodations, including light, heat and stationery, were one dollar for each meeting; but adding to the revenue of the city by fining themselves for absence from the meeting without a good and valid excuse, the sum of fifty cents, and for tardiness the sum of twenty-five cents. Because of the limitations of this act, no improvements could be carried forward; taxes could not be collected or assessments for improvements be levied, and enlarged powers of government were found necessary.

September 16, 1823, a meeting of the freeholders was called by the selectmen to determine whether "a tax not exceeding one hundred dollars should be imposed upon the inhabitants of the city," the result of which was, twelve votes in favor and one opposed, whereupon such tax was ordered levied. However, the imposition of such tax was seemingly unpopular, for three years later, in response to a request by the Board of Selectmen, the collector reported "that of the tax of \$100 authorized and levied in 1823, there had been collected the sum of \$39.87, leaving still unpaid and due from present residents the sum of \$38.50, and from persons who had removed, \$21.60. The collector was directed to take immediate action against the delinquent residents.

The establishment by Isaac Edge in 1815 of his grist mill, and the founding of Jersey City glass house in 1824 and of the Jersey City pottery the following year, and the Joseph Dixon Crucible Company in 1827, furnished employment to many of the residents not only, but attracted a number of wage earners from elsewhere to the city. September 23, 1825, a census of the city returned thirty-six freeholders and eighty-two taxable inhabitants not freeholders, the number of non-taxables not mentioned.

September 25, 1825, we find the ambitious little city reaching out for more territory, for on that date a resolution was adopted by the board, appointing a committee to confer with the inhabitants of their neighbor, Aharsimus, as to the possibility of their inclusion within the bounds of Jersey City. Nothing

resulted from this movement at the time, as Harsimus, or what was known afterward as Van Vorst township, was not annexed until some years later.

Again, there was embarrassment because of the limitation of governmental control, and January 23, 1829, "An Act Incorporating the City of Jersey City in the County of Bergen" was passed by the Legislature, increasing the number of selectmen to seven, and authorizing the board to raise money by taxation, but not to exceed in amount the sum of \$300; also, power to hold and purchase real estate, erect and hold public buildings, appoint officers, issue licenses, and perform other specified duties. Under this charter, George Dummer was elected president; Peter McMartin, clerk; and J. W. Hutton appointed city marshal, and an ordinance regulating the setting of poles in the Hudson by the shad fishermen was passed. At this time the pure waters of the Hudson furnished a satisfactory and remunerative fishing ground, and several of the inhabitants of the city were extensively engaged, at certain seasons of the year, in the business of shad fishing. Because of the strong tides of the river, the poles to which their nets were attached were of great strength and of sufficient length to be firmly imbedded in the bottom of the river, hence they sometimes became serious obstructions to navigation, and it was found necessary to establish a rule whereby the channel should be kept clear, especially for ferry crossing.

During the early years of the city, prohibition seems to have been somewhat unpopular, for in the year 1829 there were within the city limits five hotels, twenty-three saloons where spirituous liquor was freely vended at retail, and manufacturers were allowed to furnish liquor to their employees. The weekly output of Murray's distillery was over 7,000 gallons.

September 12, 1829, the first fire company was organized, and a resolution adopted by the Board of Selectmen authorizing the building of an engine house at a cost not exceeding eighty dollars, to be located on the Square at Washington street, but to be built of sufficient strength to permit its removal, if necessary; also authorizing the purchase of an engine, which with proper hose should not cost over \$1,000, and appropriating \$300 toward the cost of same, the balance to be raised by subscription. Previous to this, protection from fire was through the medium of bucket brigades, and the water supply was mainly obtained from the river and passed by means of buckets along lines of men to the scene of conflagration.

In 1807, General Granger, who was postmaster-general at that time, established a post office in a store at the corner of York and Washington streets, Jersey City, from whence the mail was distributed in the old manner—through neighbors, or else by carriers who collected the postage and cost of delivery, the amount of which varied according to the distance of the place from which the letter was sent. The first postmaster was Samuel Beach, who was appointed January 1, 1807.

An interesting story in which the postmaster-general figured quite prominently is related. General Cummings was for many years one of the stage proprietors, and also contractor for carrying the mail. Many irregularities occurred in the delivery of the mails. The then postmaster-general, Gideon Granger, determined to personally investigate the cause and travel over the mail routes in disguise. General Cummings being informed of his intention by a friend, gave instructions to his negro driver in case he should have a passenger answering a certain description. A short time after, as the stage was about starting from Paulus Hook, the driver detected a suspicious looking personage entering the stage, whereupon, gathering up the reins, he started



CORNELIUS VAN WINKLE'S HOMESTEAD, WHICH STOOD AT THE CORNER OF THE
PRESENT SUMMIT AND SIP AVENUES

his horses off at a tremendous pace over the corduroy road between Paulus Hook and Newark. The occupants of the stage were violently jostled about, to the great danger of life and limb. Granger called out to "drive slower." "Cawnt do it, Massa, I drives the United States mail." On the arrival of the coach at Newark, it is said that Granger was so bruised that he showed no disposition to continue his investigations, being satisfied that at least one contract was being faithfully carried out.

In 1815 the site of the post office was changed to Lyon's Hotel, at the ferry landing, and the proprietor, Joseph Lyon, officiated as postmaster. In 1820 he was succeeded by one William Lyon, probably a brother. He was a store-keeper located at the corner of Washington and Montgomery streets.

Again we note the contrast in the conditions as then existing, with those of the present day, as shown through an advertisement of the postmaster, taken from the "Bergen County Gazette" of October, 1830, as follows: "W. Lyon—In addition to his stock of Porter, Wines, &c., will receive in a day or two, from Philadelphia, some superior Monongahela Whiskey ten years old, pure, soft, mild, and a delightful flavor, equal to the Irish or Scotch." Mr. Lyon resigned in 1835, and William R. Taylor was appointed his successor. As an evidence of the characteristic shrewdness prevailing in those early days, it may be refreshing to note the rigid economy insisted upon in the Post Office Department, as shown by a proclamation published in the "Jersey City Gazette," August 22, 1838, as follows:

TO THE HIRELINGS IN MY EMPLOY IN THE POST OFFICE DEPARTMENT:—

Whereas, it is the desire of the Department to make the best possible show of economy and wisdom in the best conduct of its business, and as the day of small things is not on any account to be despised; and, Whereas, in a wise arrangement in our National currency, many fractions of cents may be made in giving change for Specie or Bank bills and the Spanish coin in use in our land; now, therefore, the numerous hirelings in the employ of the Department, will take particular notice, that it is expected of them in all cases, that in receiving money, they will reckon pence as cents and thus receive 4% on the amount: and in paying out money they will observe the contrary course, reckoning cents as pence, and share another 4%, by which means the Government will realize 8% upon all sums passing through the Department. And in addition to my former recommendation as to the use of paper and twine, I would direct my hirelings, that in cutting the twine that is tied around the packets of letters and papers, they be particularly careful to cut near the knot, if indeed the knot cannot be untied, which they will do, if possible.

(Signed)

AMOS KENDALL.

August 3rd, 1839.

Then as now, the bestowal of the postmastership was a reward for political activity, and with the change of administration came not only a change of postmasters, but also a change in the location of the post office during the incumbent's term. In those days the post offices were located to suit the convenience of the different incumbents, as appears from the following item of May, 1835:

We learn that William R. Taylor has been appointed Post Master of Jersey City in place of William Lyon, resigned. We hope that our Citizens will now be accommodated with an office in a central location. The present residence of the new Post Master is altogether out of the way and not a proper location.

There seems, however, to have been a difference of opinion in reference to the location of the post office, for in a subsequent issue of the "Gazette" we find:

The residence of the new Post Master is now within a stone's throw of the river and those West of the Jersey City line are contented with the present location. They receive as many communications, and add as much to the revenue, as those residing East of the location. * * * There is no reason for bringing the office any nearer low water mark and we hope the Post Master will remain in his present location.

As related elsewhere, the presidential campaign of 1840 was conducted throughout the whole country amid scenes of great excitement, and Jersey City was likewise affected. "Sammie Bridgart," as he was familiarly called, was an enthusiastic political worker, but unfortunately for him, his efforts were expended in the wrong direction, and as a result he was relegated to private life and David Smith became his successor, and as his primitive department store was located on the northwest corner of Green and Grand streets, thither the post office was removed, but in after years Bridgart received his reward, for at the next change of administration in 1846, he again became the postmaster for Jersey City, and so remained until the next change of administration, when David Smith was likewise returned to his old position in 1849. In 1852 portly Samuel Chambers, known as "the War Horse of Democracy," literally filled the office. Because of his political activity he was frequently attacked by members of the opposite cult, but Samuel always preserved his equilibrium and held on to his office until 1861, when Henry A. Greene was appointed as his successor and continued in the office until 1879, when John G. Gopsill was appointed. He was succeeded by John F. Kelly, who held office for only a short time and was followed by Samuel D. Dickinson in 1889, who served until 1894, followed by Robert S. Jordan, who served to 1898.

The custom of locating the post office at the residence of the postmaster continued until 1863, when the post office was located, regardless of the postmaster's residence, in the basement of the Hudson county's old bank building, still standing, on the west side of Washington street, midway between Montgomery and York streets, and there remained until the completion of alterations of the former residence of Mayor Gregory, located on the northwest corner of Washington and Sussex streets, which had been purchased for the purpose, the location of which is now occupied by School No. 16. This change caused great dissatisfaction among the residents of Jersey City. An agitation for the securing a suitable post office building had continued for some time, and the selection of an old building entirely unsuited for the purpose, caused much criticism. The sentiment of the public in reference thereto is shown in a clipping from the "Evening Journal" of November 21, 1876:

When the subject of a new Post Office for Jersey City was broached, everybody nodded their heads and said "Amen." For a wonder, all were agreed on one thing. We must have a new Post Office. To the general joy, an appropriation of \$100,000 was made to buy land for a new Post Office in Jersey City. This was only the stepping stone. It was understood and agreed upon, that the building to be worthy of this city and the government, should cost at least \$300,000. When the news reached here, people went mad in their joy. Visions of a stately massive granite building, to be the pride of the city and an ornament thereto, floated before the waking and dreaming thoughts of the community. Then a strife began as to where the building was to be located. One party wanted it downtown, in Washington street; another argued the benefits to be derived from a site on Jersey avenue; and a third didn't care where it was to be located as long as it was built. So the feeling ran, until the site was settled upon by the purchase of the Gregory mansion and grounds, upon the corner of Washington and Sussex streets. * * * We are to have our new Post Office, but what a fall will be there, "my countrymen." From a six or seven story, granite, Egyptian model, plate glass, post office, which we had a right to expect, we are to have a thing of shreds and patches, a part of an old shell, rejuvenated with paint and flummery.

However, this building, with considerable alterations, continued in use until the occupancy of the present commodious quarters in 1913. In the decision of the location and character of this building, as well as in the determination of other public questions, there was at that time, in modern parlance, much "small town stuff." Local jealousies and preferences were exploited until the United States postal authorities definitely settled the controversy by



CORNELIUS VANVORST 5th HOMESTEAD
NORTHEAST CORNER WAYNE STREET AND JERSEY AVENUE, JERSEY CITY

placing their stamp of approval upon the present location. In 1906 sufficient appropriation for the purchase of the ground was obtained, viz., fronting on Washington street, reaching from York to Montgomery. Additional sums were afterward procured for the erection of the building, making the cost of the present site and building approximately \$1,000,000. The building is located contiguous to railroad and ferry facilities, convenient for all classes of people, as it is in the midst of nearly all the larger banks. Sufficient accommodations are arranged for other governmental offices as well as for incoming and outgoing mail. In the rear of the building sufficient space was secured, so that the mail activities do not in the least interfere with regular public traffic. Branch offices have been established in both the Bergen and Hudson City sections that greatly facilitate mail deliveries in the sections contiguous to those points. Post office stations are also located in different parts of the city for convenience in procuring stamps, and mailing privileges.

CHAPTER III.

BEGINNING OF TOWN ACTIVITIES.

In 1834 a meeting of the citizens was called to determine whether they were willing "to be taxed for the erection of a public watch and town house, the cost of which should not exceed \$750." In response, authority was given the selectmen to proceed, by a vote of forty-three in favor and two opposed. This house was built on the plot given to the city by the Associates, fronting on Sussex street. At this date the population of Jersey City numbered 1,439.

March 6, 1835, in response to a petition of the citizens residing on Grand street, between the Public Square and Hudson street, for lamps to be placed along that thoroughfare, the street committee was authorized "to erect six lamps along Grand street as requested, provided the residents along that street will bind themselves to furnish oil for said lamps for the space of two years."

It was considered that one of the causes of the slow growth of Jersey City was the lack of adequate communication with New York, it being of a somewhat desultory nature and confined to daylight trips. Meetings of the inhabitants were held, and more frequent ferry service advocated, together with the initiation of night service. A special meeting of representative men from Newark and Paterson, as well as from the home city, for advocacy of this project was called, and as a result the Associates acceded to the request, as appears from following item, published May 27, 1835:

It gives us much pleasure to inform the inhabitants of Jersey City and its vicinity, that the steamboat "George Washington" is now undergoing repairs preparatory to being placed on the ferry as a night boat. This step of the Associates removes the only objection to a residence here. * * * On Monday next the night ferry commences. It is the intention of the Associates to commence the night boats as soon as the day boats stop, and to run regularly every half hour from each side of the river until one o'clock A. M. The price of passage has been fixed at six and one-quarter cents, the same as that charged in the day time. We congratulate our fellow-citizens as well as those of Aharsimus, Bergen, Newark and Paterson, on this occasion, as we will now be able to exchange civilities with our friends in New York, and also to participate in the numerous rational amusements with which that city abounds. We understand there have been several sales of lots by private contract the present week. [The regular ferry service was also greatly improved, and as a result an increase in the resident population followed].

November 30, 1836, the Board of Selectmen gave notice that application would be made to the Legislature at their session in January, for the passage

of an act amending the present charter in following manner: First, to change the name to the Mayor and Aldermen of Jersey City. Second, for power to extend the corporate limits. Third, for power to make certain assessments of real estate. Fourth, for power to repeal the limit of the annual tax for the support of the city government. Fifth, for power to extend the streets and enlarge or exchange the public market and other grounds. Sixth, for power to supply the city with spring water. Seventh, for power to issue stock to aid some of the public improvements. Eighth, for other alterations and amendments for the encouragement of good government and improvement of the city.

In June, 1838, lots on Sussex and Morris streets sold for nearly \$1,500 each, and the following month Montgomery street lots brought \$1,050 to \$1,500 each, Washington street corner \$1,500. Considerable activity in building now followed. The choice residential section spread through Sussex and Washington to Grand street, and many of the most substantial citizens located there. A row of frame dwellings was erected on Grand street, east of Washington, and opposite the Hudson Hotel. Goodman's alley, running from Grand to Sussex street, bisected the block between Green and Hudson, and was bordered by several frame cottages.

Although the proposed changes in the charter of Jersey City was advocated by the Board of Selectmen at their meeting of November, 1836, as has been stated, the matter was not formally considered by the citizens until January 9, 1838, when a meeting was called to determine finally what changes should be made. Result reported as follows: "At a very large meeting of the inhabitants of Jersey City held pursuant to Public Notice at the long room in Buck's Hotel on Saturday evening, January 13th, 1838, the charter as amended was discussed and recommendations made for its adoption and urging its passage." The next month, February 28, the act was passed by the Legislature with a referendum. At the following election the result showed one hundred seventy-seven votes in favor and nine against, whereupon Jersey City emerged from its swaddling clothes and became an independent municipality, separate and apart from the township of Bergen, the beginning of the disintegration of the old township. Under such new charter, Dudley S. Gregory became the first mayor, and the first Board of Aldermen was composed of Isaac Edge, James M. Hoyt, John Dows, William Glaze, John Griffith, Henry Southmayd, Peter Bentley, Jonathan Jenkins and Ebenezer Lewis. The first meeting was held April 16, 1838.

Under the act of February, 1838, "The members of the Common Council of the said City, collectively and individually, shall possess the powers and perform the duties which by law belong to or are imposed upon members of the Township Committee. * * * Aldermen shall be *ex officio* conservators of the peace, within the limits of said City; shall have power to try and imprison offenders until action may be taken by the Mayor."

A number of burglaries occurring shortly after the organization of the new government, the Board of Aldermen resolved themselves into a police force and divided in two sections; one part remained on duty from nine P. M. until 12; the other performed service during the remainder of the night. Conjugal discipline, however, would not permit the continuance of this method, and shortly afterward two officers were appointed for night duty.

March 18, 1839, the westerly boundary of the city was extended to Grove street from First street on the north, to Communipaw cove on the south. The territory north and west of these lines remained a part of Bergen township

until March 11, 1841, when by act of the Legislature it became separate and distinct under the name of Van Vorst township, with following boundaries: "On the north, by a creek following from the bay separating it from Hoboken; on the west and south by Mill creek, following to Communipaw cove to Grove street; and on the east by Grove street and Harsimus cove." Thus following its neighbor, Jersey City, in separating from the old Bergen township.

Under the new administration, Jersey City was endued with new life. Several necessary improvements were instituted, notably the grading of streets and the filling in of the swamp land between Washington and Warren streets, and also the reconstruction and enlargement of the Town House, which was made suitable for school accommodation, as well as for a "lock-up." Dr. A. Thorndike Smith was the first teacher of the school. Mayor Gregory in his third message in the year 1841 thus describes the situation:

The school house was built on two city lots given by the Associates. It was the nucleus of the schools, the churches and jail of Jersey City, all of which served their term in it. This school dwindled down to nothing, and then the people found it necessary to put their hands to the plough and organize schools, which they did. They found a young man from the east named Smith, as teacher, and put the school in charge of the selectmen. They had regular examinations, when they distributed baskets of cake to the children to encourage them. It was first organized under the selectmen in 1835. This school occupied the two lots first used by the Mechanics' School, which were dedicated to the public by the Associates. These lots were afterward sold, and the ground on which No. One School now stands, bought with the proceeds. At this date the public school children numbered 224, to which they had increased from 23 in 1837.

In 1838 William L. Dickinson established a school for higher education, on the south side of Grand street, midway between Washington and Warren. Mr. Dickinson in after years became in turn county and city school superintendent, and did much to formulate a scheme of education that has developed into the wide and comprehensive system of the present.

Almost opposite Mr. Dickinson's school, a Catholic school of about 300 scholars was located, presided over by one James McCarthy. It was connected with St. Peter's parish, which has ever since continued, and through all these years has aided greatly in the civic as well as in the moral growth of the city.

Mayor Gregory was keenly aware of the needs of the community, and with all the enthusiasm of an energetic nature pushed forward such measures as he deemed for the best interests of the city, in spite oftentimes of frequent and stubborn opposition. Although he had but recently become a resident of the city, he was not only first and foremost in advocating public improvements, but became largely identified with several important industrial enterprises. He was prominent in the establishment and organization of two of the oldest banking institutions in the city, one of which, the Provident Savings Institution, is still in existence, and noted as one of the strongest and safest of its kind in the financial world. The other, the Hudson County Bank, has been uniformly successful and progressive, but owing to changing conditions has by merger with another bank aided greatly in the establishment of a larger and more comprehensive financial institution.

From the message of Mayor Peter McMARTIN, Mayor Gregory's successor, in 1840, we learn "that a Public School has been established on such liberal principles that any resident of the city, however poor, may avail himself of its benefits. The highest price for tuition per quarter is \$1.00, the lowest 50 cents; but children whose parents or guardians are not able to pay for their tuition, are not on that account debarred from the privilege of the school."

July 23, 1843, an ordinance was adopted by the council which recites "that all monies that may hereafter be received from tavern licenses, the city quota from the surplus revenue, the interest of the city's proportion of the Bergen Corporation Fund, be and the same are hereby appropriated to the support of School No. 1, kept in the Town Hall, and such other public schools as the Common Council may from time to time erect and establish."

In 1864 the school property heretofore held by the trustees of the district schools of Bergen was vested in the Town Council, thus creating a division of authority. This frequently caused considerable friction between the city magistrates of the Council on the one hand and of the Board of Education on the other. One bone of contention for some years was the adjustment of teachers' salaries, the Council invariably objecting to the amounts determined upon by the Board of Education. July 1, the board adjusted the time of school vacation to be about four weeks, from the last Friday in July to the first Monday in September.

The controversies between the boards were at all times earnest and exciting, but it seems that the Board of Education had always a proper regard for the proprieties, for in their communications they invariably expressed their profound respect for and deference to the Town Council, but nevertheless they were constrained to adhere to and insist upon the schedule as originally presented, and, as a rule, their persistence was in the end fully rewarded. The proficiency of the scholars is thus indicated in a report of the examining committee:

Examination of the classes in reading was heard with much pleasure by the committee. Some of the younger scholars read with great spirit and intelligence. Each class was exercised in spelling and succeeded well. Higher classes in arithmetic passed a good examination, and also the reduction class. The examination of the classes in grammar was sustained by them in a most creditable manner; the questions put were correctly answered, and the review of these classes closed with the correct and rapid parsing of sentences. The members of the geography class gave evidence of their attention to their studies by their acquaintance with the subject discussed and their ability to answer the questions put to them. An indulgence in gymnastics demonstrated the policy of allowing small children in school to expend a part of their superfluous energy in a lawful way and simultaneously instead of having the same amount of noise dribbling through all the hours of the session.

May 18, 1865, Rev. Benjamin C. Taylor was elected superintendent of schools under the new régime, at a yearly salary of one hundred dollars. At the same time the building at corner of Monticello and Bowden (now Belmont) avenues was rented for additional school accommodation for the Franklin district, the rent not to exceed \$300. October 9 following, deeds from the trustees of the different school districts to the town of Bergen were received and accepted.

The earliest school in what is now the Lafayette section, of which definite information has been obtained, was a small elementary school located near the corner of Philip street and Communipaw avenue, and presided over by Miss Franks. Other noted private schools within the town were the Bergen Institute, located on Summit avenue, just north of Academy street, opened under the patronage of John R. Romaine, C. C. Van Reypen and Jacob Van Winkle, intended as a preparatory school for college entrance. Hon. Charles H. Voorhis was the first principal, followed by Hon. Lewis A. Brigham and Hiram E. Johnson.

In 1866 a number of public-spirited citizens combined to erect a building wherein a hall would be provided for the accommodation of public meetings, concerts, etc. An association was formed with Walter Storm, George Gifford, Alexander Bonnell, Edgar B. Wakeman, Garret Van Horn, John C. Van



THATCHED COTTAGE GARDEN—OLD JERSEY CITY, ESSEX STREET AND
COMMUNIPAW AVENUE

Horn, J. R. Halliday, C. N. Betts and Henry Gaines as directors. Alexander Bonnell was made president, Henry Gaines secretary and librarian, and C. N. Betts treasurer. At such meetings sufficient money was subscribed to justify the purchase of one thousand volumes. The library was opened to the public November 15, 1866, and notice given that books were available to subscribers. During the winter of 1866-67, by means of lectures and entertainments, a sufficient sum was obtained for the purchase of six hundred additional books, and at the second anniversary of the opening of the library, additional contributions were received to enable an addition of five hundred more books. At this time the trustees of the Bergen Fire Department donated for the use of the library the sum of \$500, and thereupon the directors of the Library Association offered twenty yearly subscriptions to as many of the scholars of the public schools, as a reward for superior scholarship. In 1872 reports shows the number of books owned by the library at this date to be 4,000, and that during the year 12,000 calls for books were made by subscribers.

Notwithstanding the reduction in area of the old township, its increasing population demanded better facilities. Police and fire protection were needed. In March, 1866, a new charter was granted by the Legislature, creating the office of mayor, recorder, superintendent of schools, treasurer, collector of revenue, city clerk, overseer of the poor, chief engineer of the fire department, and two city surveyors; and dividing the city into four wards. Henry Fitch was elected first mayor, and Henry H. Newkirk city clerk. The first building used as a city hall was located on the corner of Summit and Jewett avenues. It was shortly after destroyed by fire; and the upper part of the building situated on the corner of Belmont and Monticello avenues was occupied until Library Hall was completed, when the city departments removed to that building and there remained during the existence of Bergen as an independent city.

Two years later a new charter giving adequate relief was granted with the title "The Mayor and Common Council of Bergen." John Hilton was elected mayor, and Samuel McBurney city clerk. Mayor Hilton shortly resigned, and William Brinkerhoff as president of the board of aldermen became mayor and so acted for the remainder of his term. He was followed by Stephen D. Harrison, who was the last mayor of the city of Bergen, for under his administration it became part of the Greater Jersey City.

Thus the old village did not long retain the dignity of an independent city. With its continuous growth, a change of conditions became necessary and many improvements were projected and carried through, although several were premature. An era of extravagance had set in, and notwithstanding the efforts of the few in the city government who had its real interests at heart, they were unable to stem the tide. The city was hard fast in the grasp of a band of unscrupulous promoters and contractors, and the so-called improvements were carried through at such exorbitant prices that the certificates issued in payment therefor were disposed of at a high rate of discount, and still yielded the contractor a most satisfactory profit on the work performed. Taxes and assessments became burdensome, and the people rebelled against the unsatisfactory state of affairs. The appropriation for the year 1869 for running expenses of the city of Bergen, was \$168,691.67, and the bonded debt at the same time was \$1,534,790, or \$33,000 in excess of the bonded debt of Jersey City, omitting the latter's water debt.

But some of the officials at Bergen were determined to push through and decide upon a number of contracts then pending—that were being opposed by

the more conservative as being entirely premature and unnecessary at that time, yet not withstanding, at the meeting of the Council, April 19, 1870, several were decided upon and carried out. Street extensions, street pavements, sewerage, adoption of Nicholson pavement and others, were rushed through by the combination then in control. Improvements were ordered without the consent of the abutting property owners, with the final result that the assessments were thrown over upon the whole city. The opposition of the more conservative were unable to "stem the tide."

A printing office was established on Sussex street, between Greene and Hudson, by Stephen Southard, the principal business of which was the printing of lottery tickets. His residence was the only house on the north side of Montgomery street between Greene and Washington, and surrounding him were cornfields and garden plots.

On Saturdays, the farmers from Bergen and the surrounding country brought in their products, which were sold direct to the residents or disposed of by barter to the storekeepers. On the south corner of York and Greene streets, Grinnell's jewelry factory was located, and the Pioneer sugar house, where the pyramid sugar was moulded, so-called from the cone-shaped loaf into which it was pressed; it was wrapped in blue paper and sold to the grocer, who broke it up into such quantities as his customers desired. They in turn broke it into small pieces to be used as loaf sugar on special occasions, brown sugar being the usual form of sweetening used. This industry languished, and the property after a few years passed into the ownership of Colgate & Company. Edge's bakery was located on the southwest corner of York and Greene streets, and another on the south side of Sussex street between Greene and Washington. This was afterward removed to the corner of Montgomery and Washington streets. Kingsford's starch factory was located on Wayne street, above Monmouth, and a rope walk extended from the west side of Jersey avenue, north of Railroad avenue, to and above Varick, the plot recently taken over by the city for a market place.

As indicating the importance of the shad fisheries among the industries of those early days, the following congratulatory notice appeared in a column of a local paper under date of May 16, 1835: "The shad fishery is closed for the season, and our fishermen have all drawn their stakes. We learn with pleasure that they have all done a profitable business, the season having been more lucrative than for years past."

The Thatched Cottage Garden, located on the south side of Essex street along the shore of Communipaw cove, became a noted place of amusement and recreation, and attracted many from New York City, to there engage in their games and sports. Fire and target companies frequented the garden on their excursions, and dancing, bear baiting, balloon ascensions and many athletic exercises, were offered as attractions. From the "Jersey City Gazette," June, 1835: "An immense concourse of spectators from New York assembled at the Thatched Cottage Garden to witness the race between the 'Wave' and 'Eagle' boats, belonging to two companies of New York amateur boat clubs. The race was for \$1,000, with \$50 additional given by the proprietor of the garden. The distance rowed was from the Garden around Bedloe's Island and back. The 'Wave' came in 200 yards ahead, time 17 minutes and 15 seconds."

The location of the New Jersey Railroad and Transportation Company's terminal in Jersey City in 1834 was an event of far-reaching importance, and left a lasting impress upon the future of the city—whether to its actual

advantage or detriment is perhaps debatable. Its progressive occupation of much of the city's territory, its exemption from equal taxation, and its absorption of the waterfront through its connection with the Jersey Associates, at least delayed, if not prevented, other improvements that might possibly have hastened the development of the city and have been of more lasting benefit to it. The road was incorporated March 17, 1832, and was designed to provide the then new facilities of railroad travel between Trenton and New York, "and to restore the old Colonial and Revolutionary route over New Jersey through Newark, Elizabeth, Rahway and New Brunswick to Princeton and Trenton." July, 1834, the railroad company applied to the authorities of Jersey City for permission to lay tracks through the street in order to connect with the ferry, and also to erect a temporary building for the use of cars, at the foot of York street.

The first excursion over the road was on September 1, 1834, in the passenger car "Washington," a splendid and beautiful specimen of workmanship, containing three apartments, besides seats on top. The "Jersey City Gazette" of 1835 states: "The Public is informed that the New Jersey R. R. is now open for Public use between Newark and New York and cars will commence running to-morrow, eight trips each way daily, fare $37\frac{1}{2}$ cents, ferry to New York $6\frac{1}{4}$ cents. Morristown stages will leave Newark every day at half past one o'clock so that passengers who leave New York in the morning, by the Hoboken stages, the steamboat 'Newark' at ten o'clock, or the railroad car at half past eleven, will be in time to dine at Newark and take the stage for Morristown." From the "Newark Daily Advertiser" of November 26, 1836: "An experiment was made a few days ago to ascertain the time required to transport express mail over this road from Jersey City to New Brunswick, distance $30\frac{1}{4}$ miles. It was performed as follows: From Jersey City to Newark by horse power, 8 miles in 27 minutes; Newark to New Brunswick, by locomotive, $22\frac{1}{4}$ miles in 40 minutes; total first trip, one hour and seven minutes. Returning from East Brunswick to Newark, 40 minutes; Newark to Jersey City, horse power, 25 minutes; total returning, one hour and five minutes." With the completion of the New Jersey railroad came the passing from Jersey City of the lumbering stage coach, which gradually disappeared, being transferred to Newark and New Brunswick, making at these places connection of the railroad with the northern parts of the State.

The Paterson & Hudson River Railroad Company, which had been incorporated in 1831 and went into operation between Paterson and Passaic the next year, saw the advantage of reaching New York City by direct communication, and arrangements were made for connecting with the New Jersey Railroad Company at West End, now Marion, so that their passengers could continue to the ferry landing. Rail travel was then in its infancy, and the public generally were somewhat timid about trusting to the new method of transportation. The first equipment consisted of "three splendid and commodious cars, each capable of accommodating thirty passengers, with fleet and gentle horses for motor power." Afterward, when steam was introduced, it must have been with some misgiving, for a subsequent advertisement states "the Steam and Horse cars are so intermixed that passengers may make their selection, and the timid may avail themselves of the latter twice a day."

In order that the situation in relation to the beginning of railroad communication of Jersey City with the interior of the State and beyond may be the better understood, it may be well to dwell somewhat upon the facts as then existing. The Camden & Amboy railroad, a route by rail from Camden to

South Amboy, and from thence by water to New York, had been incorporated with special privileges. About the same time, or shortly after, some members of the Jersey Associates, realizing that a connection of the interior of the State with their ferry would prove of great advantage to them, conceived the idea of constructing a railroad of their own, with its terminus at New Brunswick. A company was organized and incorporated under the name of the "New Jersey Rail Road & Transportation Company." Construction of the road from Newark to Jersey City was at once begun, and continued to the western side of Bergen Hill, now Marion, from whence its continuance was much delayed because of the difficulty of excavating through the hill. Meanwhile, in order to make connection with the ferry, stages were drawn by horses over the hill from the west side, and so continued until the completion of the road in 1836. In order to save expense, the route through the hill was laid out through an old ravine, which accounted for the serpentine curve, traces of which may still be seen a short distance east of the Summit avenue tube station. The road there turned abruptly to the south to near Academy street, as still shown, thence by a sharp curve eastwardly, continuing in a straight line along present Railroad avenue to the ferry. This route was changed when the Pennsylvania railroad straightened the line through the hill, as shown at present.

Much trouble was experienced by the builders of the road over the bed of the old Mill creek at the eastern end of the hill, or, as the location was familiarly known, the Point of Rocks. Weeks were consumed in the endeavor to perfect the grade at that point, but although this seemed to have been accomplished several times, at the cessation of the day's labor, during the night, the filling had settled and spread out beneath the ooze to such an extent that a repetition of the work was necessitated, causing great delay in its completion. A somewhat similar difficulty was experienced when the Pennsylvania railroad straightened its route through the hill. As in the early days, the filling at and near the Mill creek bed, spread out under the ooze adjoining the route, elevating the surface ground to such an extent that buildings in the neighborhood required readjustment in order to make them properly habitable.

Up to this time (1836) the railroad was simply a feeder to the ferry, and the railroad people soon saw the advantage of securing full control of the ferry, thus making their route continuous. This could be effected only through ownership of a controlling interest in the stock of the Associates, and their efforts were turned in this direction. As opportunity offered, such stock was purchased, until having secured a sufficient number of shares they became the practical owners of the monopoly formerly held by the Associates. A railroad had been projected from Philadelphia to Trenton, and the Camden & Amboy had already constructed a road from Trenton to New Brunswick. These two roads, with the New Jersey Railroad Company's route from New Brunswick to Jersey City, formed a continuous route from New York to Philadelphia, a fact of which the Camden & Amboy was not slow to take advantage. Negotiations were entered into by them with the Philadelphia and Trenton and also with the New Jersey Railroad Company, that resulted in that road securing the whole route, with the valuable franchises of the roads. The Camden & Amboy thereupon discontinued the through traffic to New York over its old route, thus diverting the same over their newly acquired and more convenient route. This combination of roads was regarded with such favor as a means of developing the resources of the State, that the Legislature gave to the united companies the sole right of transportation

between New York and Philadelphia, and authorized the consolidation of the three companies, under the title of The New Jersey Rail Road & Transportation Company. These three roads became known as "The United Railroad Companies of New Jersey."

Although other railroads were constructed, they were unable to reach New York without paying tribute to the consolidated company. The Morris & Essex, which was seeking communication from Morristown with New York, was compelled to make connection with this road at Center street, Newark, by having their cars drawn from their terminus at Broad street to that point. The Central railroad, with route from Phillipsburg, was obliged to make traffic arrangements to transfer their passengers at Elizabeth. The Paterson & Hudson, as has been seen, terminated at present Marion. All these roads were compelled to pay tribute, and thus enrich the coffers of the giant monopoly. As will be seen hereafter, several other roads were bound by the same restrictions, until by liberalizing the railroad policy of the State, the monopoly was broken, and competitors were enabled to share the through traffic of the State. In 1839 the ferry landing at Jersey City was removed to Montgomery street and Hudson, and its equipment consisted of a gallows frame, over each end of which, by means of pulleys, chains were passed, which being fastened to a floating landing bridge allowed its proper adjustment to the state of the tide. The other end of the chains was fastened to a box filled with stones sufficient to make a balancing weight for the bridge. In 1856 Exchange place was filled in to its present limit and the ferry landing changed accordingly, and direct railroad connection was made therewith.

CHAPTER IV.

THE MORRIS CANAL.

The full completion of the Morris Canal through to Jersey City in 1836 was another event of importance. It was intended to establish communication of the coal fields of Pennsylvania with tidewater. Although incorporated as "The Morris Canal and Banking Company," December 21, 1824, its route through to Jersey City was not completed until the date above mentioned. At its inception its charter authorized the construction of a canal from the Delaware to the Passaic river, but January 28, 1826, an amendment permitted its extension "to Hudson's river at or near Jersey City." Its outlet was established at the southerly end of Washington street, in Communipaw Cove. Shortly after its incorporation, the Canal Company established its office and bank in the building southwest corner of Greene & Grand streets, formerly occupied by the "Jersey Banks" during their short period of life, and was the depository of the city's funds. On September 8, 1820, the city treasurer reported a balance in the Morris Canal Bank of \$106.50. The building of the Morris Canal was an engineering feat of no small magnitude. The route of over one hundred miles lay through a broken country, and the hills and valleys must be overcome so as to permit the continuous passage of boats through these uneven levels. A system of locks and inclined planes was devised that overcame these difficulties, and rendered the traffic comparatively easy. The eastern end of the canal, or that connecting the Hackensack with the Hudson river, was dug through a circuitous course, making a long curve, thus avoiding what would otherwise have been an expensive excavation through Bergen Hill. The water level through this section was maintained by means of a lock

at either end, by which agency boats were readily passed through. When necessary, water was pumped into the canal from the Hackensack river, or when extreme high tides occurred, both locks were opened to allow the current to flow through and purify its contents. At the eastern end, extensive docks and piers were built, convenient for the storage and shipment of coal, for in those days this route was the principal outlet for coal shipments direct to the New York market, and during the shipping season the southern end of Jersey City was a busy place. The holdings of the Canal Company extended from the "Gap," including what is now known as the "Little Basin," around to the center of Essex street, where they connected with the property of the Jersey Associates; in fact, the pier that extended out into the bay at the foot of Essex street was owned jointly by the Canal Company and the Associates, the division line extending through the middle of the pier lengthwise, thus completing the city's enclosing wall along the southeasterly waterfront.

Because of the prolonged litigation connected with the canal, thus attracting general public attention, a rather extended history of the canal is given. After a somewhat checkered career for some years, in order to remove some of the difficulties under which it labored, the canal, with the rights conferred by its charter, was sold under a degree of chancery, October 21, 1844. The sale was confirmed by the Legislature, February 9, 1849, and its operations placed on a substantial basis. During the early sixties the carrying capacity of the canal was taxed to its utmost limit, and additional accommodations were needed at the eastern terminal. The Little Basin could not meet the requirements, and the company procured from the State, March 14, 1867, a lease giving it larger space on the waterfront for the unloading and shipment of coal. This is now known as the "Big Basin."

After a few years of comparative prosperity, railroad competition—through its quicker and more certain delivery—minimized the importance of canal traffic, and the tonnage of the Morris Canal rapidly lessened. Other terminals on the Hudson were established by the railroads, and the value of the canal as a common carrier was lost. The strife between the Central and Lehigh Valley railroads had an important bearing on the future of the Morris Canal. The latter road wanted an independent outlet to the Hudson, and the weakening condition of the canal gave it the needed opportunity. Its directors decided to secure the right of way to Jersey City by leasing the canal and its properties. As stated afterward in 1911, by the president of the Lehigh Valley, "it was to afford it (the Lehigh Valley) protection from and parity with the Central Railroad of New Jersey, which controlled the route across the State of New Jersey from the Delaware river at Phillipsburg to tidewater." It was thought that with the acquisition of the route and rights of the canal, the Lehigh Valley would be able to make equitable terms with the Central, but the capacity of the canal was not sufficient to make any noticeable impression upon the situation, and the Lehigh Valley was compelled to construct its own railroad from Phillipsburg to Perth Amboy, which was opened for business in 1875. Later, connection was made at Plainfield with Jersey City.

Although the Lehigh Valley had secured the lease of the Canal Company it did not thereby obtain a perpetual ownership of the waterfront, for the terms of the original lease were conditional. Under it, its expiration was fixed in 1923, at which date the State had the right of purchase; but if the State failed to take advantage of this right, the franchise would continue for an additional fifty years, at the termination of which the canal property would revert to the State without cost.

It was the Canal Company's facilities the railroad was anxious to obtain. The rental for the basin secured by the Canal Company in 1867, under the lease from the State, was \$25,000 per year, but which could be capitalized at any time by the payment of \$357,142, and on July 12, 1889, the Lehigh Valley paid such amount to the State. An additional amount of \$48,000 was required by the Riparian Commissioners of the State, and a grant was made to the Lehigh Valley of the property covered by the lease. The courts, however, declared the proceeding to be illegal, whereupon the amount paid was refunded, and the State retained its interest in the Basin.

In 1903 the Legislature appointed a commission to consider the terms on which the canal could be abandoned, and it reported that the value of the canal as a freight carrier had passed, and recommended its abandonment. Nothing, however, came of the effort. In 1912 another commission was appointed for the same purpose, under which several plans for its future use were reported, one of which was using the canal bed for a railway from Jersey City to Paterson; another was to enlarge and continue the canal for its legitimate purpose, etc.; but no definite action was taken by the Legislature, and matters remained in *statu quo*, the canal meanwhile becoming more and more objectionable, especially in Jersey City, where traffic through it was completely abandoned, leaving it only as a depository for refuse matter of every description. This feature, as well as the near approach of the termination of the original lease, renewed the agitation for a definite settlement of the whole question. The Legislature of 1922 decided to appoint a commission with power to negotiate with the Lehigh Valley for a final determination of the whole matter. Judge William H. Speer, Frank H. Sommer and Lewis A. Focht were appointed on the commission. After a few months' service, Judge Speer resigned and Edward L. Young was appointed by Governor Edwards in his stead. This commission, by the terms of its creation, was obliged to report on or before December 1, 1922. The commission organized, and the Lehigh Valley was asked to submit terms whereby it would surrender the canal and all rights to the State. Meetings were held throughout the territories affected by the canal, and the sentiments of the different communities ascertained, whereupon negotiations were entered into, and finally after much discussion and compromises, on the very eve of the expiration of the time fixed for final report, an agreement was reached and signed by the parties in interest, thus forever settling amicably the long vexing question of the Morris Canal abandonment, and ere long, the Morris Canal may be considered as among the discarded enterprises of the past.

The result of the conference between the representatives of the Lehigh Valley Railroad Company, as the lessees of the Morris Canal and Banking Company, and the commission appointed by the State as signed by them, "that all property rights of the Morris Canal and Banking Company were to be turned over to the State, together with the payment by the Lehigh Valley Railroad to the State of \$875,000; the Lehigh Valley to be confirmed in the ownership of the 'Big Basin,' the strip of canal property through Jersey City from the Hackensack river to New York Bay, the company to release to the State all the lands and premises comprised within the Canal Terminal in Jersey City, commonly called the 'Little Basin.' The final adjustment of the property lying within the jurisdiction of Jersey City to be released to that municipality."

In 1923 a bill was enacted by the New Jersey State Legislature keeping alive the Morris Canal and Banking Company until the arrangements for the final transfer are made.

CHAPTER V.

JERSEY CITY IN HUDSON COUNTY.

In 1840, at the time when Jersey City passed out from under the jurisdiction of old Bergen county and became a very important part of the new organization of Hudson county, the change was gladly welcomed by its citizens, for no longer were the tedious and expensive journeys to the Halls of Justice necessary. Matters in litigation could be more conveniently settled at home. The City Fathers at once offered their hospitality to the rulers of the new county government and granted them the use of their Town Hall as long as it seemed necessary.

These changing conditions occurred at a time when the whole country was seething with political excitement. "The Log Cabin and Hard Cider" campaign was on, and the cry of "Tippecanoe and Tyler, too," resounded over hill and vale. Jersey City was not behind in the creation of a political atmosphere that has enveloped the city all these years. The importance of exercising the right of franchise was emphasized during those early days, and the theory has so permeated the minds of successive generations, that the duties and responsibilities of citizenship are still being periodically urged upon the body politic. The most astute politicians, the shrewdest political manipulators, have always found a home in Jersey City, and, as the years roll round, the tribe does not grow less.

At the time of the inauguration of Mayor Gregory, there had been expended during the previous five years for general improvements, such as grading and paving of streets, digging wells, building drains, etc., the sum of \$70,000, which amount had been levied and collected under the amendment to the charter passed in 1836. The problem of obtaining a sufficient supply of good potable water was becoming serious and, in view of the increasing population, demanded prompt action. The water supply was not only limited, but was of a very inferior quality. It was procured from wells dug in different parts of the city, the cost and maintenance of which was assessed on the property in the immediate neighborhood, contained within a circle the radius of which extended halfway to the next pump. So that the water should be kept free from pollution, a "keeper of the pump" was selected from among the nearby residents, and, while operating under no enacted ordinance, it was considered that the preservation of his own health would cause him to exercise due watchfulness to prevent contamination. Water procured from wells or springs on Bergen Hill was carted about the streets and sold for one penny per pail. An attempt to improve the supply was made by boring an artesian well at the corner of York and Henderson streets, but although a supply of water was reached at a depth of 270 feet, it was found to be so strongly impregnated with carbonate of magnesia as to be utterly unfit for household purposes. To relieve the situation, Mayor Gregory advocated "bringing water by aqueduct from the highlands of Bergen." The Jersey City and Harsimus Aqueduct Company was incorporated with authority "to search and bore for water, in Jersey City and Bergen, build necessary reservoirs, lay pipes," etc., but the project was abandoned and the city continued to suffer under the unfavorable conditions. Notwithstanding such inconveniences, the population of Jersey City increased from 2,084 in 1837, to 3,033 in 1840, and the adjoining village of Harsimus during the same time grew from 923 to 1,057. At the latter date (1840) the population of the whole of Hudson county was 9,436, showing that a very large proportion was located below the hill, or within the bounds of Jersey City and Harsimus. The disadvantage under which the people labored was thus voiced

in the "Jersey Sentinal" of November 20, 1846: "You would confer a great favor on the undersigned, if you would call the attention of the committee on pumps and wells to that section of our city west of Warren street. We have been sadly neglected all summer and fall. Our pumps are nearly always out of order, and most of us have to go to Van Vorst township for water, when by a little attention and expense we might have an abundant supply. We in reality pay a great deal more than our proportion of taxes, and have the least done for us. We, therefore, claim as a right, that our City Fathers take more care of their children in this community." (Signed) "Many Taxpayers."

John D. Ward, who was an engineer of some note and a prominent figure in the early history of the city, was particularly insistent that some provision should at once be made for a sufficient supply of good wholesome water. Time and again he urged upon the common council the necessity of immediate action. Several projects were submitted to improve the situation, but the inability to realize the future growth of the city and its increasing needs, is shown in the limited scope of the schemes presented. One was to locate a receiving reservoir at the foot of the western slope of Bergen Hill, and gathering the water there by a system of under drains and pump it to the top of the hill and thus supply the city by gravity. Another was to dam the Hackensack so as to prevent the inflow of salt water, and by pumping above the dam secure a supply of pure water. Several others were submitted, but the one that received the most favor was that submitted by John D. Ward, October 4, 1844. His plan included the erection of water works at Belleville, on the Passaic river, the waters of which at that point were clear and free from all impurities, and the supply abundant. This system was afterward inaugurated.

The public school that had been established in 1837 with twenty-three scholars, in 1840, reported an enrollment of two hundred twenty-four, and was reported in a most flourishing condition.

Under present conditions it may seem somewhat improbable for Jersey City to have been at one time a whaling station, but in 1840 two vessels were fitted out and despatched on whaling voyages, "with good prospects of proving a remunerative venture." The advantages of Jersey City as a seaport are set forth in a petition of S. Cunard in 1846 for permission to erect suitable wharves for the accommodation of Atlantic steamships, as follows: "That your memorialist is convinced that Jersey City offers as great advantages for this purpose as any other place in the bay of New York. That he has entered into a provisional arrangement for the requisite accommodation for a term of years." The New Jersey Railroad & Transportation Company, as the owner of such shore front, supplemented this petition, November 13, 1846, by an application for "consent to extend the dock and pier, and to erect the buildings required by S. Cunard for the accommodation of his Liverpool line of steamers." Such petition was granted, and as a result the Cunard line of steamers located at the foot of Grand street, December 20, 1846, the steamer "Hibernia" being the first steamer to dock.

The event was considered worthy of a special celebration. Her arrival was signalized by a salute of one hundred guns, and a formal greeting by the City Fathers. As narrated in an early publication, "The British and North American Mail Steamers have their principal American depot in this city. Their establishment, consisting of buildings for storage, officers' and crew's quarters, offices, piers, docks and sheds, are quite extensive, and must be of considerable pecuniary value. One of their steamers departs for Liverpool every second Wednesday, steamers of the line leaving from Boston on the alternate Wednesdays. There are also some half dozen small steamers belonging to this

line which make trips to Bermuda, St. Thomas, Halifax, etc. The punctual departure of the above steamers amply prove the fact that there is sufficient depth of water on the line of the newly adopted water front for the ready access of vessels of the largest tonnage. Another fact has been repeatedly remarked, that when it was necessary to cut vessels out of the New York side, during the severe winter weather, they could slip their fastenings and go to sea without difficulty from this side of the river." A few years after the ships began to run to Jersey City, their number was increased and the new vessels built of larger size and greater power. "The cargoes of these ships which have at times amounted to over one thousand tons each, are chiefly of the most valuable goods, silks, satins, laces, dry goods, cutlery, drugs and jewelry, imported from Europe, and pay a great revenue to our treasury and employ a large number of hands of various trades. By aid of our well arranged river ferry, so near to the Cunard dock, passengers can be carried in a very short time, either to their selected hotel, dwellings or railroad stations. The freight or cargo is transported hence to the stores of the merchants, or to the Custom House for examination, with less loss of time, and wear and tear of horse and equipage, than from many of the upper wharves of New York to the same localities."

In the early days of Jersey City it became a headquarters for the lottery business, which at that time was considered eminently respectable. A printing office was established on Sussex street, the principal business of which was the printing of lottery tickets. One of the schemes was drawn at the American Hotel, that stood on the south side of Montgomery street, west of Hudson, and the result of the drawing, as fast as announced, was distributed through the medium of carrier pigeons. This business was continued, although not so prominently, until the early sixties, when public opinion became antagonistic and it became necessary to conduct the business *sub rosa*. In 1858, however, it again received quite an impetus, from the fact that Noah D. Taylor drew a capital prize of \$60,000 in one of the lotteries. He was employed as an errand boy in one of the so-called exchange offices where lottery tickets were sold, and as his employer was making up his returns before the date of drawing, found one ticket remaining. He offered it to Taylor, agreeing to deduct the cost from his wages in installments. Taylor was successful, and he rose at once from an obscure errand boy to become a prominent citizen. Although illiterate, he was of genial temperament and largehearted, and enjoyed an extensive popularity. Exchange place had been extended and the ferry house removed to about its present location. Taylor purchased a plot of ground, in 1860, on which part of the Commercial Trust building now stands, and erected thereon "Taylor's Hotel," which became at once a famous hostelry. Its proximity to the ferry, together with the natural penchant of the proprietor, made it a favorite place of resort for the sporting characters from the neighboring city and surrounding country, and its convenience for railroad and steamer passengers added greatly to its clientage. Taylor became for a time locally prominent, was elected a member of the Assembly, and was the opponent of Isaac W. Scudder for member of Congress from this district, but was defeated, and from that time his "star began to wane."

In 1840 and 1841 a temperance wave swept over the city. The general and promiscuous sale of spirituous liquors had produced the natural result, the ever present temptation to the wage earners because of the facility to obtain strong drink at their places of employment had produced a demoralization that was markedly shown among the laboring classes, and the ruffianly conduct of the crowds attracted from New York City became such a menace to the order

and well being of the community that strenuous efforts were made to awaken a public sentiment antagonistic to the prevailing practice. An association was formed under the name of the "Washingtonians." Two halls were built, specifically designed for the use of the members and for the propagation of their doctrine—one at the corner of Gregory street and City Hall place, and called Temperance Hall; the other at the corner of Jersey avenue and Newark avenue, called Washington Hall. Frequent meetings were held, and appeals made to the common council to at least restrict the number of licenses granted, but political influences were too strong, and the receipts for licenses too potent an advocate to permit the complete abolition of the source of supply. However, to placate the advocates of temperance, liquor was forbidden to be sold on the premises by manufacturers to their employees, but the saloons continued in existence.

In 1852, one hundred fifty-nine camphene lamps were contracted for at a total cost of \$10.74 per lamp for lighting and extinguishing, and furnishing the best quality of camphene. The next year the Jersey City Gas Company applied for permission to lay pipes through the streets, offering to furnish gas for \$2.00 per thousand feet, the city to furnish posts, fixtures, etc. This permission was granted, but the company was slow to perform its part of the contract, and the streets were not lighted with gas to any extent until 1855.

In 1851 an epidemic of cholera broke out in New York City, and the danger of the contagion spreading to Jersey City, because of the close and continuous intercourse between the two cities, led the authorities to adopt precautionary measures. For the isolation of possible patients, a pest house was erected on the point of land extending out into Communipaw Cove, located at the southerly end of Washington street. This plot was originally designed by the Associates for a market place, somewhat after the plan of the present Washington Market in New York City, but the design was never carried out. On the extension of the Morris Canal in 1836, this plot was bisected, leaving the outer section separate and distinct from the mainland. The pest house was built on this isolated section, but notwithstanding the virulence with which the disease raged in the neighboring city, it does not seem to have extended to Jersey City.

This location was afterward used as a refuge for the city's poor, and sufficed to meet the demand for such purpose for a little time. October 21, 1851, an ordinance was passed by the council to erect an alms house on the west side of Washington street and what would be the extension of South street (the plot above mentioned), and a building erected thereon. About ten years later it was found necessary to furnish additional accommodation for the poor of the city. In 1860 the building was enlarged, and William Whitley was made superintendent. He reported as inmates, twenty men, twenty-three women and fifty children. The men were taught to make shoes and strand rope for the manufacture of oakum. The women sewed on the garments to be used in the institution, and the children were taught the rudimentary branches of education. Again, in 1868, commensurate with the city's growth, came a still greater demand for poor accommodation, and December 18 of that year an ordinance was adopted creating the City Hospital and Dispensary, and the following year a regular hospital staff of physicians was organized and commenced daily visitations.

Although the project of the Jersey Associates, as announced in their prospectus, to encircle the city with a canal along its western border was never carried out, the same or a similar scheme was advocated at different times.

Even as late as 1849 we find "a route suggested for a canal from a point near 'Strawberry Hill' and contiguous to the Morris Canal," and from that to continue in a northeasterly direction to the railroad, and under the same, near the Point of Rocks on the east side of Bergen Hill, thence continuing along the foot of the hill to the Arch bridge (Newark avenue at the present crossing there of the West Shore road), which should be enlarged, and the turnpike road raised so as to admit of large boats navigating the canal to pass under the same, thence continuing along the foot of the hill to near the Hoboken road, and so on to the bay between Hoboken and the Cole street wharf."

It is interesting at times to speculate upon what might have been if—. Another suggestion was advocated by Mayor Gregory, that, if carried out, might have changed the whole complexion of Jersey City's eastern approach. If we could in any way visualize the eastern slope of the hill before disturbed by the encroachments of an insistent civilization, as it existed in its original rugged rural attractiveness, we might imagine what it might have become under the intelligent care of a skilled landscape artist. The mayor suggested the formation of a Recreation Park on the meadow south of Railroad avenue, utilizing the heights as a background and widening the old Mill creek at the base thereof to become a lagoon for pleasure craft. But the old time paralysis prevented, and for over sixty years the marsh land continued as a breeding place for the industrious "Jersey mosquito" and the favorite haunt of the musical bullfrog. But even paralysis can be cured, and to-day, while the æsthetic side has been ignored, the utilitarian has occupied the ground and is now developing in a more practical way the possibilities of a greater and richer Jersey City.

CHAPTER VI.

VAN VORST TOWNSHIP.

In 1851 the city made another stride forward. Its neighbor, old Harsimus, now Van Vorst township, had increased in population; and the similarity of needs, each with an artificial boundary, created in each community a sentiment favoring a closer union. On the one hand, it was evident that under the new government, Paulus Hook had developed into a growing city with many conveniences and advantages of which its neighbor could not as yet boast: while with the invisible boundary line artificially separating the two communities, it was made almost impossible to design proper comprehensive sewerage, or devise a satisfactory method of full police protection. This difficulty was likewise recognized by Van Vorst township, and a movement toward consolidation was initiated that resulted in the application to the Legislature for a new charter that would unite the two communities into one municipality that would include all the territory east of the foot of Bergen Hill to the Hudson river, and from the limits of Hoboken to Communipaw Cove. This application was granted, and an act authorizing the same was passed by the Legislature, March 18, 1851. This was conditioned, however, on the affirmative vote of a majority of the electors in each municipality. The matter was submitted to the vote of the people on the 27th of the same month, with the following result: In Jersey City, in favor, 489; against, 3. In Van Vorst township, in favor, 377; against, 47. The result showing an overwhelming majority in favor of annexation. Under this charter the two municipalities were united and the city was divided into four wards. The population at this time of the consolidated communities was about 12,000.

It might be proper at this time to insert a sketch of the origin and growth of Van Vorst township. It will be remembered that in 1698 Cornelius Van Vorst was the sole owner of all the land below the hill, between the Duke's Farm and Communipaw Cove. In 1804 he disposed of Powles Hook to Anthony Dey and others, leaving the balance, which was called Harsimus, in his possession. This whole territory was within and under the governmental control of Bergen township until 1838, when Jersey City became separate and independent, leaving Harsimus still subject to the general rule of the township. Although a considerable portion of the inhabitants of Harsimus continued farming operations, their observation of the advance made by their neighboring community, under a separate government, brought about a realization of their need of enlarged powers of government. The influx of a population chiefly from the city of New York had demanded more rapid and advanced improvements in the old Paulus Hook section than were needed in the more sparsely settled and rural community of Harsimus, but soon this section likewise, because of the gradual increase of population and the consequent need of local improvements, demanded special authority to meet its individual requirements.

In 1841 the little rural community decided to make application to the Legislature for an act of incorporation, giving it power to form a local government suitable to its needs. March 11 of that year, an act was passed creating the Township of Van Vorst, and separating it from the Township of Bergen by following boundaries. "On the north by a creek separating it from Hoboken, on the west and south by Mill creek, following same to Communipaw Cove, following it to Grove street (the newly established limit of Jersey City), and on the east by Grove street and Harsimus Cove." The old Duke's Farm (purchased by John B. Coles in 1804) was included in this description, and became part and parcel of the new township.

The local government was at once organized. Township committee—Cornelius Van Vorst, Thomas Kingsford, Matthew Erwin, Jeremiah O'Meara and Elias Whipple. Stephen H. Lutkins was elected town clerk. School committee—Timothy Edwards, George F. Hopkins and John Gilbert. As representatives on the County Board of Freeholders, Cornelius Van Vorst and Thomas Kingsford. Appropriations were made as follows: For the support of the poor, \$100; common school, \$100; roads, \$150.

Because of the flat marshy condition of much of its territory, drainage was rendered difficult, and the influx of the tides threatened the pollution of the drinking water which was then procured from individual wells dug in different parts of the township. Public wells were established under proper supervision. September 7, 1844, a pump was established at the corner of Newark avenue and Michigan street (now Bay street), and the property benefited by it was assessed \$75; pump, corner of Booream and Erie streets, \$105.95. August 6, 1845, John Brown was appointed superintendent of the well and pump, corner of Grove and Pearl streets. In order that the different localities may be readily recognized, notwithstanding the change of names, the following table is appended. With Pavonia avenue as the dividing line, the streets running parallel therewith were named as follows, with changes:

Early Name.	Second Name.	Present Name.
Hall Street	North 12th Street	20th Street
Randall Street	North 11th Street	19th Street
Moore Street	North 10th Street	18th Street
McLaughlin Street	North 9th Street	17th Street
Bedford Street	North 8th Street	16th Street

Early Name.	Second Name.	Present Name.
Pearl Street	North 7th Street	15th Street
Cedar Street	North 6th Street	14th Street
Drayton Street	North 5th Street	13th Street
Brill Street	North 4th Street	12th Street
Kingsland Street	North 3rd Street	11th Street
Anderson Street	North 2nd Street	10th Street
Traphagen Street	North 1st Street	9th Street
PAVONIA AVENUE.		
Garretson Street	South 1st Street	8th Street
Minturn Street	South 2nd Street	7th Street
Hill Street	South 3rd Street	6th Street
Brooks Street	South 4th Street	5th Street
Gilbert Street	South 5th Street	4th Street
Willow Street	South 6th Street	3rd Street
Norman Street	South 7th Street	2nd Street
Booream Street	South 8th Street	1st Street
Michigan Street	South 9th Street	
Bay Street		
NEWARK AVENUE.		

To provide for proper sanitation, June 16, 1849, the township was divided into two districts, the dividing line to be the present Newark avenue. Each district was placed under a separate committee, with power to establish and enforce proper sanitation rules, to abate all nuisances, and authority to purchase sufficient lime for necessary disinfectant.

At the annual meeting April 15, 1850, the salary of the town treasurer was fixed at \$70, with the obligation to furnish a bond of \$7,500; the town clerk to be paid \$1.50 for his services at each meeting; the township attorney's yearly salary to be \$50; and that of the township physician to be \$100, including medicine.

Because of the importance of the Mill creek as a medium of transportation in the early days, and likewise because of its present complete obliteration—thus changing completely the configuration of that section of the city—it may be well to insert here a brief description. It was a stream of considerable size, pursuing its course from near the present southerly boundary of Hoboken, where it united with a stream whose waters emptied into Harsimus Cove, and continued in a southerly direction along the easterly base of Bergen Hill, passing under present Newark avenue, about on the line of the West Shore railroad, where an arch bridge had been built when the road to Newark was opened up, and from which the immediate neighborhood received the name of Arch Bridge Hill, widening and deepening at this point and hence becoming a convenient spot for the farmers to ship their products to New York City, continuing still southerly and crossing present Railroad avenue east of Fremont street, where the Prior's Mill of Revolutionary times was located; crossing Montgomery street near Merseles and Grand, near Brunswick, it emptied its waters into Communipaw Cove, near what would be the intersection of present Johnson avenue with what would be Philip street extended northerly. Through this waterway the farmers from the southerly part of Bergen township, as well as from Staten Island, carried their grain to the mill in their periaugas to be ground. In evidence of the size of the creek, the following "For Sale" advertisement of October 8, 1770, is here inserted: "A large white wood Periaugua, five years old, now in good order, with a new suit of sails. She is 32 feet long and 7 feet wide, suitable for a Miller or Farmer. * * * She now lies at Prior's Mill in Bergen, where any person may view her." ["New York Gazette"].

The depth of the creek bed and the adjoining marsh caused much difficulty at the eastern end of the cut, when the New Jersey railroad attempted to raise the grade of its roadbed to about its present level, but although this appeared to have been accomplished at the close of the day's work, during the night the filling almost disappeared, having spread out under the ooze below.

Nearby on the west bank of the creek and just north of the present line of Railroad avenue, an almost perpendicular rock formation rose from the marsh and projected far beyond the regular contour of Bergen Hill (now Jersey City Heights). From its summit, about one hundred fifty feet above tidewater, a widely unobstructed view of the bay and river, from beyond Castle Point at Hoboken to the green hills of Staten Island, was presented. This elevation was surmounted with a level plateau of considerable area on a portion of which Mayor Westcott erected a commodious dwelling. Some years after he disposed of his holdings, and it became a noted pleasure resort, and so remained until the straightening of the Pennsylvania railroad route, when the hill was leveled to make way for the roundhouse and shops of the company now located there.

One Isaac Coriell had established a small school at Harsimus to meet the wants of the community there gathered. The township school committee entered into negotiations with him for its merger with the public school. It, therefore, developed into the Harsimus public school. A building on Willow street, near Grove, was hired for one year at a yearly rental of \$250 per year, from November 1, 1848, to November 1, 1849. At this time 240 scholars were reported. April 1, 1849, Coriell submitted the following proposition to the township committee: "To take charge of the public school for the ensuing year from May 1st, 1849, to May 1st, 1850, to teach 100 scholars per quarter free, to be sent in by the committee, and furnish the necessary number of well qualified teachers; all of which he will agree to do in consideration of his receiving \$950, and having the privilege of charging for all who may wish to attend the school (except the 100 scholars) following rates: Primary Department, \$1.00 per quarter. Male and Female Departments, \$1.50 per quarter; and in the last two quarters an additional charge of 12½ cents for fuel." This offer was accepted.

In 1849 an attempt was made to secure a more direct route of communication with New York City, and February the same year "The Pavonia Ferry Company" was incorporated, but the movement for the time being remained quiescent. In 1802 a ferry from Harsimus to New York City was in operation. Although it has received but little notice, nevertheless, it was of sufficient importance to justify the laying out of a road from present Newark avenue to the ferry, for in that year the Assembly granted permission to construct a road from the "great road leading from Newark to Powles Hook to Budds Dock." In 1802 a grant "of land bordering on Hudson's river within Harsimus Cove" was made by the Lords Proprietors of East Jersey to Nathaniel Budd, and he must have established a ferry from this point to New York City, as appears from the following advertisement taken from the "Sentinel of Freedom" of October 25, 1803: "The subscriber informs his friends and the public, that he has erected a ferry between Powles Hook and Hoboken Ferries (located about Eighth street), has also provided good boats and careful ferrymen for carrying passengers, horses, cattle, goods, wares and merchandise to and from the City of New York: as he hath obtained liberty from the Corporation of New York to land and take off from the same dock and ferry stairs as the Powles Hook Ferries do at the foot of Courtlandt street in the

City of New York, and also entertainment for them and horses, and hath erected convenient stables adjacent to the said ferry, for those who wish to bring them their own forage for teams or without."

Whether Budd's statement that he had received permission from the New York authorities "to take off from the same dock and ferry stairs" as specified in above advertisement was false or not, it is evident the ferry was in operation in May, 1803, for on that date one John Holdron, who was the lessee of the Powles Hook Ferry at that time, complained to the Corporation of the City of New York that the "new ferry" which had been in existence for ten months, had greatly injured the Jersey City ferry. The committee to whom the matter was referred for investigation, reported that the corporation was not aware of any permission having been given, and they recommended "that any unauthorized ferries be restrained." During this investigation, in May, 1803, Budd presented a petition to the Common Council of New York City "for liberty to establish a new ferry from the Barclay street wharf across the North River." This application was denied on the ground that "the public interest would not be promoted by erecting another ferry on the North river." Nevertheless, it appears that Budd's ferry was in operation in 1804, and that he maintained a ferry house in that year.

July 8, 1850, an agreement was entered into for the lighting and maintenance of street lamps, "to be lighted every night between the third night after and the fifth night before each full moon; trim the street lamps to the number of fifty or more; supply the best grade of camphene and keep the lamps in perfect order for the sum of \$15.50 per lamp." At the same time ten watchmen were appointed at \$15 per month.

With the exception of routine activities required in closing the governmental functions of the township of Van Vorst, its life as a separate entity is ended, and we now return to the Consolidated City, whose development we have somewhat followed. It was now enabled to establish a uniform system of government. Improvements now made possible by the unity of the whole section, heretofore separated, were instituted—streets were laid out and graded, and additional lamps were erected at suitable points; and, as the most important measure vitally affecting the whole community, the matter of securing an immediate supply of pure and wholesome water was determined upon. Hoboken was in a similar strait with Jersey City, consequently a quasi union between the two cities was formed to carry out such design. In March, 1851, a board of water commissioners was constituted, consisting of Edwin A. Stevens, Edward Cole, Abraham J. Van Buskirck and John D. Ward, to determine upon measures that would bring about the desired result. The plan finally adopted was, with few alterations, that previously suggested by John D. Ward, which was to erect a reservoir on the heights opposite Belleville, into which the water from the Passaic river, which at that time was pure as crystal, was to be pumped and from thence by pipe line conveyed into a distributing reservoir on Bergen Hill. In March, 1851, authority was given by the Legislature to undertake the work. One Whitwell was made chief engineer, and work was started in August, 1852, but the machinery for pumping the water to the required height was not completed until June 30, 1854, when the reservoir on Bergen Hill was filled and the water let into the distributing pipes. An event of such importance to the community demanded a special celebration, in which all the people joined. A procession was formed of leading citizens, escorted by fire and military companies, many of them from neighboring cities, which wended its way from the old Paules Hook section

[illegible]

through the principal streets to and around the reservoir at Central avenue on the Heights. The rejoicing was general, and the day was concluded with banquets and congratulations.

The City of Hoboken had meanwhile determined to secure an independent source of supply, and arranged therefor with the Hackensack Water Company, leaving the city of Jersey City the burden of financing the whole scheme. Although at the time of installing the water works at Belleville the purity of the water was not questioned, and for some years thereafter so remained, the growth of the towns and the establishment of factories along the banks of the Passaic river gradually caused great deterioration in the potable quality of the water, because of the increasing discharge into the river of sewage and other deleterious matter. The conditions were rapidly becoming worse, and an outbreak of typhoid, directly traceable to the growing impurity of the water, awakened public criticism. The city of Newark was likewise affected, and secured the Pequannock source of supply, but Jersey City still suffered, until Mayor Wanser, of Jersey City, in 1899, made a contract with the Jersey City Water Supply Company for a daily supply of good potable water from the Rockaway river, to be delivered by gravity, of from 50,000 to 70,000 gallons daily. An improvement in health conditions was at once manifest, and the cases of typhoid were reduced to a minimum. The new supply was available in 1904, and found eminently satisfactory. The source of supply from the Rockaway river at Boonton has been enlarged and larger distributing pipes furnished, so that at the present time Jersey City is receiving an abundant supply of pure water, the condition of which is under the continuous observation of Doctor George McLaughlin, an expert bacteriologist, so that the introduction of any foreign or deleterious matter into the water is practically impossible. In the December, 1922, Report of Health Conditions in Jersey City, we find that typhoid fever has been practically eliminated. As stated by the bacteriologist, the typhoid fever death rate in Jersey City has been reduced from 102 per 100,000 in 1891, to one and one-half per 100,000 in 1922.

The great dam at Boonton is the product of marvelous engineering skill. It is over 3,000 feet in length, 114 feet in height, with a base of 77 feet, tapering to seventeen feet wide at the top. A lake is thereby impounded over two miles long and a half mile wide, the depth of water reaching one hundred feet in some places. A pipe line composed of about four miles of reinforced concrete and about eighteen miles of six-foot steel pipe, making a continuous conduit of over twenty-two miles, carries the water to Jersey City. The cost of the new supply was \$7,598,000.

The New York & Erie railroad, which had its terminus at Piermont, on the west bank of the Hudson, from whence its passengers and freight were transferred to New York by boat, desired a more direct and closer connection than by such a long and tedious route. In its endeavor to do so, it leased the Paterson & Hudson River railroad, which gave it connection with the New Jersey Railroad and Transportation Company at West End (present Marion), and arranged with the latter road for the use of its rails to tidewater at Jersey City. In the meantime it was determined by the Erie to secure, if possible, their own route to New York harbor. In 1855 there were two charters granted by the New Jersey Legislature, both of which were of considerable importance to the Erie—one, to empower the Erie to complete the Paterson & Hudson River railroad and the right to purchase and hold land; and the other, incorporating "The Long Dock Company with the right to construct a railroad to

connect with any other existing road * * * and granting certain ferry privileges." Under this authority, 212 acres of land (including water rights) between Jersey City and Hoboken were purchased, and is the property now occupied by the Erie railroad at Long Dock.

In 1856 the Long Dock Company, under an agreement with the Erie, began the filling in and improvement of the property. The circuitous route *via* the New Jersey Railroad and Transportation Company, as secured from the Paterson & Hudson's connection, decided the directors of the Erie to attempt an independent and direct route to tidewater, through tunneling Bergen Hill. Right of way was secured across the hill, and tunneling thereunder began, which after various delays was completed in 1861. This was at the time a stupendous undertaking. There were then none of the modern appliances for excavation, and reliance must be had upon the slow and persistent efforts of manual labor. The improvements at Long Dock having kept pace with the completion of the tunnel, the present route of the railroad and ferry came into full operation, and the territory of the Van Vorst section rapidly developed.

CHAPTER VII.

THE CIVIL WAR.

Fugitive Slaves—The question of slavery had long been a subject of controversy throughout the land. It entered very largely into the politics of the country, and became the shibboleth on diverse sides of both political parties. Discussion finally culminated into active hostilities, and John Brown's raid resulted in bloodshed that intensified the diverse sentiments of the country. The immediate manumission of the slaves was the dogma of the extremists at the North, and every effort was made to accomplish this end. Associations were formed to actively assist in the liberation of the slaves, and through coöperation, what was called "the underground railroad" was organized. Through this means many fugitive slaves were carried through to freedom.

This had to be done secretly, for under the "Fugitive Slave Law" the slave owner was given the right to demand and seize his property wherever it might be found. The different routes from the South mostly crossed New Jersey and converged at Jersey City. The problem was for the fugitives to reach that point in safety. Arrangements were made to receive and secrete them at convenient distances along these routes until a favorable opportunity offered to forward them to the next "station," as these stopping places were called. These transfers were generally made under cover of the night. At Jersey City there were a number of active members of the Underground Association, and when notice was given of the probable arrival of the contraband, arrangements were at once made with one or more of the captains of the small sailing vessels about to depart for some other port, to add to their crew cheap and available help.

Probably the favorite and what was regarded the safest method of forwarding the fugitives was through the medium of the Erie canal boats, a fleet of which was engaged in freighting wheat and farm produce from Northern New York to New York City, and returning with a cargo of coal. They were laden with this latter in or near the Morris Canal Basin. The construction of these boats made them desirable for enabling the fugitives to reach Canada in safety. The cabins were raised about three feet from the bottom of the boat so as to avoid any possibility of dampness, and also to increase the tonnage capacity by adding that space for stowage of additional cargo. The

fugitive on arrival was hidden in this space, made comfortable with sufficient provisions for several days sustenance, when the opening was carefully closed with coal, and he there remained in comparative comfort and safety until the end of the journey was reached. The captain, who was usually the owner of the boat likewise, was fully compensated by payment of liberal freightage.

From our present standpoint, it is scarcely possible to realize the political condition of the country at that time. Fanatical agitators of both the slavery and anti-slavery parties were using every endeavor to inflame the populace, and Jersey City and surrounding communities were likewise infected. Old friendships were broken, and a general unrest prevailed. Fortunately, the sober common sense of the majority of the people prevailed and prevented any open outbreak, and nowhere was the government more vigorously supported than throughout this community. While efforts were being put forth to prevent bloodshed, the firing on Fort Sumter united all classes, and devotion to the Union was abundantly proven. Money was provided without stint, and all quotas of men promptly filled.

The extraordinary natural advantages of Jersey City were not altogether unappreciated in the early days, but the same civic paralysis that has until very recent years held the city firmly in its grasp, then prevailed, and delayed or prevented necessary improvements that would have hastened its progress. Mayor Manners, in 1853, in his message to the Common Council, complains "of having often addressed the Common Council on vital subjects, but with so little effect," and again in 1855, repeats his vision in the following terms:

What citizen can look into our promising future, beholding the elements of greatness on every side, without feelings of exultation and pride? With a navigable tidewater canal on our northern and western boundary (Mill creek enlarged and improved), serving the double purpose of flushing our sewers and floating on its bosom the materials and implements of the workshop and mechanic; with the Morris canal transferred to a stupendous canal basin reaching along our entire southern front within the exterior water line, carrying on its surface to our shores the vast mineral as well as other productions of the State of New Jersey and Pennsylvania, with a park shading and beautifying our eastern front [Mayor Manners strongly advocated "the setting aside of three or four blocks of the public domain near the southeast terminus of the city, fronting the river, for a public park"], together with its ship basin and commodious piers and wharves, stretching from the Park to the Palisades, accommodating and receiving the commerce and enterprise of every nation, with the great termini in our midst of the network of one thousand railroads stretching away in every direction, reaching and to reach even the Pacific, sending and delivering night and day upon our shores the products of a mighty nation, who can fortell the destiny of a city possessing such advantages, or who shall say that Providence has not blessed us with all the element of greatness and prosperity?

The enthusiasm of the mayor had no practical effect. The city continued to plod along in its customary manner, doing nothing except under compulsion. At times some special evil would project itself upon the public, and measures would be adopted for its correction, but the city at large soon dropped back into its normal quiescent condition, satisfied at having met for the time the present emergency.

In 1858 the vexing liquor question again forged to the front, and Mayor Gregory suggested the adoption of one of three methods for its determination: (1) To grant no licenses. (2) To grant them to a selected few. (3) To give "permission to all to take out a license;" and states, "let the third plan be tried for one year, viz., to give to anyone properly recommended, a license on the payment of the sum required by the ordinance." The sentiment of the people had evidently become liberalized since the drastic action of 1840 and 1841.

In 1860 Mayor Van Vorst urged strongly the purchase of a farm for the accommodation of the poor, in some convenient locality, but outside the limits

of the city, 305 having been admitted to the alms house during the year, but at the close ninety-four remaining.

In 1859 the people began to realize the advisability of combining the different sections of the county under one government, and the following preamble and resolution was adopted by the Common Council:

WHEREAS, The rapid growth of Jersey City and suburbs renders it necessary to provide for the extension of the city limits at no remote period to the Hackensack river, and

WHEREAS, There is no other adequate supply of fresh water for the cities of Jersey City, Hoboken and Hudson, and the rapidly growing settlements in the township of Bergen and North Bergen, but that furnished by the authorities of Jersey City, and such supply will, with the present pipes, be soon inadequate for all the wants of the inhabitants—shipping, mechanical, engineering, and other uses;

Be It Enacted, That John D. Ward, Abraham O. Zabriskie, Edward Cole, Samuel Westcott, Dudley S. Gregory, Andrew Clerk, William Pearsall, John D. Walker and E. B. Wakeman be appointed a Board of Commissioners * * * to recommend a map and plan for the extension of the limits of Jersey City by the Legislature, etc.

The Civil War—The year 1861 was momentous in the annals of our whole country. The breaking out of the Civil War stirred all sections. Jersey City, from its position as the outlet of the country, was given an exceptional opportunity to prove its patriotism. Troops were continually passing through her borders, and her help was given without stint whenever and wherever it was needed. From the very first her citizens responded with alacrity to every call of the government, and during the continuance of the war were first and foremost in its support.

April 15, 1861, Simon Cameron, then Secretary of War of the United States, wired Governor Olden of New Jersey that he had sent a despatch calling on him for four regiments of men for immediate service. The Governor, anticipating the receipt of the official call, communicated at once with all sections of the State, and on the following day, April 16, 1861, a meeting was held in the City Hall, Jersey City, for the purpose of aiding in the enlistment of troops, and, volunteers being called for, general and immediate response was made.

On the Sunday following, patriotic sermons were preached in all the churches, and the patriotism of the people was excited to a white heat. Captain Edwin Babcock established a recruiting station in Park Hall (the old Town Hall on Grand street) and there formed the Communipaw Zouaves. That evening the famous Seventh Regiment of New York passed through the city on their way to the front, and were greeted at the depot with great acclaim by a crowd of citizens. As a number of well-known citizens of Jersey City were members of this famous regiment, the actuality of war was brought very near home. On April 23, Mayor Van Vorst appointed a war committee of five citizens, viz., Henry Traphagen, John Griffith, Benjamin C. Clark and David Smith, who with the mayor were to act as advisory committee and controlling agent of the city's war activities. The response to the call for volunteers was so generous and the action of the committee so vigorous, that only three days later, on the 26th, the Second New Jersey Regiment was encamped at Trenton and were there sworn in for three months' duty, on the supposition that before the expiration of that time the war would be ended, but succeeding events proved the fallacy of that belief. Before the end of that term, other calls were made and enlistments continued.

John B. Romar, who succeeded Van Vorst as mayor, thus addressed the Common Council: "We are now entering upon a year of the municipal affairs of our city which we have every reason to expect will stand unparalleled in the history of our country for its consequences. * * * The anxiety and gloom

which for a period hung like a pall over the land of Liberty and Free Government by reason of the rebellion in the Southern States, have of late, at times, been lightened by tidings of glorious victory. * * * We have subjected ourselves and our children after us to a burthen of taxation heretofore unprecedented, in order to restore the Union to its pristine unity. Inasmuch as war cannot be conducted without expenditure, a regard for economy in peaceful affairs is necessary."

As numbers of the inhabitants of New Jersey were enlisting in other States, Governor Olden forbade recruiting in New Jersey for service in other States. The demand for men became so great and the rigors of war so hardly felt, that a draft was ordered to fill the quota. August 21, 1862, a meeting was held to devise means for avoiding a draft, and a bounty of \$150 per man was offered for recruits, and the quota being filled by this means, no draft was required. The next year another draft was ordered, and in July, 1863, the bounty was increased to \$200, and the following November to \$300. Other drafts were ordered, but all quotas were filled at a total expense of \$347,691.43. The immediate necessary expense attending the sudden call for troops was borne by individuals, who were afterward reimbursed through the issue of municipal bonds. The war committee was continued throughout the war, and took under its especial charge the families of those called away. Large amounts of money were subscribed, by means of which, under the judicious management of the committee, the general government was relieved of much embarrassment. The thrilling accounts of those troublous days, and the names of those heroes who were willing to forego the pleasures of home life, to secure in safety the heritage of our fathers, may be found in detail in the records of our State.

The draft riots in New York occasioned considerable excitement in Jersey City, but nothing serious occurred. A few agitators attempted to inflame the populace through incendiary speeches, but through the influence of the soberminded, and especially through the advice and counsel of the Rev. Father Kelly, there was no open outbreak. Many of the colored people of New York—against whom the venom of the mob was directed, considering them as being the first cause of the draft—fled to Jersey City, and were kept in hiding until the riot in New York was quelled, when again law and order prevailed.

The almost entire disappearance of specie currency for a time caused considerable embarrassment and compelled a resort to many expedients to meet the situation. At first, ordinary United States postage stamps were used to make up the fractions of a dollar, but their adhesive nature made them utterly unfit for general use, the laboring classes suffering the most from this cause. Some employers issued their own tokens and adjusted the fractional amounts from time to time, and finally the Board of Common Council authorized the issue of certificates in fractional units to the amount of \$25,000, which relieved the situation until the issue of the postal currency by the United States government.

During the continuance of the war, a "Soup Kitchen," as it was called, was maintained on the south side of Exchange place, under the auspices of the Sanitary Commission. The women of Jersey City banded together and divided into squads, served continuously throughout the whole time. Its proximity to the railroad depot and ferry made it a most convenient spot for the care of the troops passing through, either to or from the front, trains being held often for some time. The soldiers were brought over in detachments and furnished with good substantial meals, and, when, necessary, medical attention,

of which those who had been confined in Southern prisons were in sore need, was freely given. Notwithstanding the great increase of the city's indebtedness consequent upon necessary war expenditures, Mayor Cleveland, in 1864, thus voiced the sentiment of the people: "There is a widespread determination in this city and State to assist the general government in its hour of trial by every means in our power, not with a tardy hesitating hand, but promptly and manfully."

But the long war was drawing to a close. A wildly enthusiastic meeting was held in the First Reformed Church, Grand street, Rev. Henry M. Scudder, the pastor, presiding, on the evening before Lee's surrender, in April, 1865, the news of which was announced at two o'clock the following morning by "Blind Billy," the newspaper man, who had broken into the First Presbyterian Church, and by a vigorous ringing of the bell aroused the whole city. Lights flashed from every window and voices grew hoarse in shouting to neighbors the glorious news. A procession was quickly formed and marched to the residence of the eloquent pastor, who responded with a short congratulatory address, stating "this is the doxology to last night's meeting."

CHAPTER VIII.

NORTH BERGEN AND HUDSON CITY.

While the newly enlarged Jersey City was progressing in its municipal life, the remainder of the old township of Bergen was likewise forging ahead under its simple township government. The separation of the former municipality from the old township by the Mill creek and adjoining marsh land seemed a natural line of demarkation, but the hill top stretching out from the Kill van Kull to above Weehawken Heights in unbroken connection, forming a continuous whole, seemed destined to continue its identity. The gradual increase of population spreading over its entire territory and the distances to be traveled from some of the sections to attend the town meetings and elections, however, suggested some form of relief. In attempt to harmonize the unequal conditions, these meetings were for a time held alternately in the upper and lower parts of the township. This method not proving satisfactory, two successive days were set apart for holding elections—one day in the northern part of the township, and the next in the southern part, but this method was likewise discarded.

Originally the most northerly part of Bergen township was a part of the common lands conveyed to the village of Bergen, and was known as Bergen Woods, being covered with dense woods and luxuriant undergrowth. For many years the inhabitants of the lower section of the township obtained their supply of fuel and fencing from this part. The live oak timber, of which there was an abundant supply along the brow of the hill, was much sought after by the ship builders located on the easterly side of New York City.

But these conditions could not continue. The isolation of this hitherto neglected spot could not be maintained. Its proximity to the great commercial center, and its attractiveness because of its commanding location, soon gained the attention of farseeing investors, and many were attracted, at first for recreation, but who afterward became permanent residents. The increasing population and the distances to be traveled over muddy roads, especially in spring and fall, made a division of the township desirable; consequently, in

1843 came the final determination, and the third dismemberment of the township was decided upon.

That part of the old township north of the New Jersey railroad cut and Mill creek was set off and called the township of North Bergen, while the southerly section was to retain the old name. Custom had, however, designated the neighborhood of old Bergen village, about the Square, as Bergen; and the southerly portion as South Bergen. Under the organization of North Bergen, a township government was formed which brought it under a separate board of trustees or township committee. As a rule, the offices of the officials were at their respective homes, but for the accommodation of the public they met at stated times in different parts of the township. For instance, the tax collector then, as now, a very important personage, made his temporary headquarters in turn at Secaucus, Union Hill, West Hoboken or Five Corners. The growth of the territory of North Bergen was slow—first the farming communities, then the little gathering of homes about the country store and blacksmith shop; the little settlements took upon themselves shape and form, and finally the more ambitious reaching out toward separate and independent government. From the same causes that brought about the previous divisions of Bergen township, the same effect was produced on the new township of North Bergen. Hoboken and Weehawken, then included in North Bergen township, being nearest the water's edge and hence of more easy access, first felt the influx of permanent residency, and in March, 1849, Hoboken was made independent. In 1852 the town of Hudson, later incorporated as Hudson City, was made separate, followed in 1859 by Weehawken and Guttenberg, and in 1861 by West Hoboken and the township of Union. In 1898 West New York and Secaucus became independent, leaving at that date, of the original territory of the township of North Bergen, only the section lying west of the Boulevard, reaching to the Hackensack river east of Secaucus, north of the Hudson City line, and extending to the county limits on the north.

The lower section of the former North Bergen township gathered a goodly number of permanent residents. The little gathering about the crossroads in colonial times at Five Corners formed a nucleus, and the location of the county court house in its immediate vicinity gave an impetus to its growth. Needed accommodations for the people who gathered there on court days were anticipated by the different taverns and old-fashioned "oyster houses," where refreshments of all kinds were dispensed, and stores were opened that gave the incomers opportunities to provide for their necessities, while attending to their legal requirements. Thus the population increased, and soon the need was felt for a more extended government, and March 4, 1852, the "Town of Hudson" was incorporated with the following boundaries: North of the Pennsylvania railroad, south of Paterson plank road, west of Mill creek and Hoboken, and east of Pennhorne creek and the Hackensack river. It was governed by a board of five selectmen, or supervisors, who were: Michael Fisher, William H. Danielson, Stephen Terhune, John Tise, Theodore McCabe. John H. Platt was made town clerk. Members of the Board of Freeholders: Edmund T. Carpenter and Abram W. Duryea. Only three years thereafter, a new charter was sought for, and on April 11, 1855, the town was incorporated as the "City of Hudson," but its acceptance or rejection must be submitted to a vote of the people. The election was held April 12, and the new charter received a majority of 120 of the votes cast. The little settlement thus became a full fledged city with a mayor and common council. General E. R. V.

Wright, whose political activities through the county had brought him prominently before the public, was elected mayor, and Alexander Watson, clerk. The council organized July 7, 1855, and a Board of Education was appointed with 877 children under its control. James R. Dey was made school superintendent. The census return for 1854, 2,633 inhabitants.

The little school house on Summit avenue had been abandoned and the building on Oakland avenue, formerly occupied by the congregation of the Simpson Methodist Church, was secured for school purposes. A short time afterward a peculiar situation developed because of a division of authority in school matters. The schools were placed under the control of the Board of Education, but were in a measure subject to the Mayor and Common Council. One of the principals was dismissed by the Board of Education for some act of insubordination. He appealed to the Mayor and Common Council, and through political and neighborhood influence was reinstated by them, and the Board of Education notified of such action, whereupon the entire board resigned and voiced their indignation as follows: "As the Mayor and Council have by their action rendered nugatory the powers of said Board * * * they could not retain their position with self-respect because of the discourteous and unwarrantable treatment they have received," etc. On receipt of such resignation, the mayor and council emphasized their authority by the appointment of an entire new board, which on organization affirmed the action of their predecessors, stating, "that the Mayor and Council having set over the schools to our control, the principal in question is requested to vacate August 1 next."

The Hudson City section, as it is familiarly known, has become a very important part of present Jersey City. Since the time it emerged from the little country village with its simple neighborhood government, and took upon itself the dignity and powers of a full city government, to the influential and flourishing portion of the present Jersey City, is a far reach, but only in point of development, for until 1852 it was part and parcel of North Bergen township as one of the little rural communities that had gathered within its borders.

At the expiration of Mayor Wright's term, Garret D. Van Reyper was elected as his successor. He was a man of great probity, and inherited a determination and strength of will that made him influential in moulding the administration of public affairs. He was succeeded by Edmund T. Carpenter, who was the proprietor of Carpenter's Hotel and Stock Yards, and was largely interested in cattle interests. His hotel and stock yards were located on the west side of Hoboken avenue, west of Palisade avenue. It was an important enterprise in the early days of the city. He there not only furnished entertainment for man and beast, but it became the cattle exchange for New York City. Great numbers of cattle were driven here for inspection and sale, and their approach along the Newark turnpike was heralded by the clouds of dust that hovered over them. Another industry of importance was the oakum works of Thomas Aldridge, located on the westerly side of Summit avenue, just south of where the distributing reservoir of the Jersey City water works now stands. Almost directly opposite was the Beacon race track, which flourished for a time, but like its successor in later years, the Guttenberg race track, finally succumbed to an adverse sentiment, and the ground is now occupied by business enterprises and homelike dwellings. The commanding and suitable location for home building led to a fever of speculation, and within a few years

the whole northerly portion of the city was dotted with clusters of houses occupied by a thrifty population.

In 1859 Abraham Collerd was elected mayor. During his administration a serious outbreak occurred among the laborers employed on the Erie tunnel then in course of construction. A large force of men was employed, the majority of whom lived in rude shacks built on the right of way secured by the Erie Company. Excavations were begun at each end of the proposed route, and at intervals perpendicular shafts were driven from the surface of the hill to be used as ventilators for the tunnel on its completion. The monetary stringency left by the panic of 1857 caused a temporary suspension of labor, and the men became riotous and uncontrollable. Stores were broken open, and the whole city was terrorized. Mayor Collerd attempted to quell the disturbance, but without success. He thereupon called upon Brigadier-General Hatfield for assistance, who promptly ordered out the Second and Fourth Regiments and the Hudson Artillery. The troops were entrained at lower Jersey City and taken to the West End, where they found a strong barricade had been thrown up by the rioters, which so obstructed the Erie tracks that no trains could pass. Long lines of cars were stalled along the tracks below the western slope, and no freight could be moved for four days, whereby a large amount of perishable freight was rendered of no value. While removing the obstruction from the tracks, the soldiers were showered with stones and debris by a mob composed mostly of women. Several of the strikers were captured and imprisoned, and finally the disturbance was quelled and traffic was resumed.

Succeeding Mayor Collerd, Edmund T. Carpenter was again chosen mayor for two successive terms, 1860 and 1861; following him, Garret D. Van Reyper filled the office from 1860 to 1868. A schedule of salaries was adopted by the city fathers to become effective May 1, 1862, as follows: City clerk, \$800; corporation attorney, \$300; street commissioner, \$100; overseer of poor, \$50; superintendent of schools, \$100. Benjamin T. Sawyer became mayor in 1869, and during his administration Hudson City was absorbed in the consolidation of the Greater Jersey City and lost its independent identity.

The last meeting of the Hudson City Common Council was held April 30, 1870, and resolved itself into a sort of Mutual Admiration Society. Every member was made to feel that he had been most diligent and faithful in the performance of his duties. A parting banquet was held at Allen's Hotel, when felicitations were exchanged, and the deposed officials departed for their homes in a happy frame of mind because of duties well performed.

CHAPTER IX.

BAYONNE AND GREENVILLE.

Again Bergen township was doomed to a further loss of territory. In 1857 application was made to the Legislature for the appointment of commissioners "to lay out and map streets, avenues and squares in that part of Bergen township south of the Morris canal in Hudson county." Under this act, streets were laid out opening up all parts of the territory, and gradually old farm lands were divided into home lots, population increased, and a newly acquired dignity led to the desire for a separate and independent municipality. March 15, 1861, Bergen Neck was, by action of the Legislature, separated from the township of Bergen, and became the township of Bayonne, becoming the city of Bayonne in 1869.

After the withdrawal of Bayonne, the section known as Greenville occupied the most southerly part of the remaining territory of Bergen township. Extending from New York bay on the east to Newark bay on the west, with the Morris canal as its southerly boundary, and extending to Myrtle avenue on the north, it presented unusually attractive features to the homeseeker. Before the location of manufacturies in its neighborhood, the pure invigorating winds swept over the waters, bringing with them even in the hottest days of summer a refreshing coolness. As its name indicates, it was a truly rural community. Its fields, covered with a green verdure interspersed with groves of trees, evidently suggested this name as appropriate. For a long time a considerable portion of the territory was devoted to intensive farming, or "truck gardening," through which the soil was made to yield abundantly, and during the Civil War many of the industrious workers reaped a rich reward because of the cutting off of the usual supply of early vegetables from the South, and the many "hot beds" scattered throughout this section yielded an abundance that was readily absorbed by the New York markets and amply repaid the shrewd toiler.

Its natural attractions induced many from the neighboring city to locate within its bounds. On the heights above the present station of the New Jersey Central railroad, the tasteful homes of the Armstrong family were grouped. They were located in a parklike enclosure, with grounds attractively laid out, and from their elevated position commanding an extensive view of the bay and harbor, with the shores of Long and Staten Islands in the distance. Down on the shore of the bay, on a slight elevation between the bay and the marsh at the foot of the hill, stood the New York Bay Hotel, a noted hostelry at the time, which was well patronized during the summer season by those in search of health and recreation. Good fishing and boating were close at hand, and many a pseudo Isaac Walton was rewarded for his patience by ample "catches" of the finny tribe. Continuous oyster beds lined the shore, the product of which still retained the delicious flavor to which allusion was made by Henry Hudson in his report of the riches of the New World, and many of the nearby residents grew wealthy by their judicious cultivation of both land and water farms. The Vreeland families for many generations occupied their comfortable homes along the shore, and in later years added greatly to their store by the wise disposition of their waterfront. Farther south, Cavan Point curved out into the bay, and because of its easy accessibility was sought after by manufacturing interests, but although several industries followed each other in quick succession, none were permanently prosperous. The earliest enterprise of which any information can be obtained was a wine and liquor distillery which, after a checkered career, was discontinued. This was followed about in 1863 by a window glass factory, which prospered for a time, but succumbed at the close of the Civil War, being unable to compete with the price of French glass with which the market was soon flooded. Another factory of the same description was later projected and furnaces partly built, but soon abandoned. A fertilizing establishment afterward took possession of the Point, and was followed by an iron works that closed all manufacturing efforts for the time.

The opening up of the Central railroad through this section gave a new impetus to this territory. Previous to this the Jersey City and Bergen Point stages and the "dummy cars" were the only public means of communication with Jersey City or New York and other sections of the county. With the establishment of this new means of communication, many of the business men

and wage earners from New York City were induced to make their homes in Greenville.

March 18, 1863, the township of Greenville was created under the following description: "That part of the Township of Bergen formerly known as the Washington School District Number Three, described as follows: Bounded on the east by New York Harbor, on the south by the Morris Canal and the lands of James Currie, on the west by Newark Bay and Hackensack river, and on the north by a lane or road known as Myrtle avenue." The first township committee of Greenville was composed of five members—John Wauters, Henry Van Nostrand, Peter Rowe, James Currie, and George Vreeland, Sr. The first public school in the township of Greenville was located on the south-east side of old Bergen road, between present Bartholdi avenue and Pearsall avenue. The building had been used for school purposes several years prior to the creation of Greenville township. The first principal was Alicia Welsh, and the second was a regular martinet by the name of A. W. Carlock. As expressed by one of his pupils who had occasion to remember his eccentricities, "he used the rattan and ruler without stint, and was not particular upon what part of the anatomy of his pupils it was laid full and plenty." The black and blue marks on the arms and legs of the children were so obnoxious to their parents, that several of them were taken from the school and sent elsewhere to boarding and private schools. In 1870 a new public school was built on the northeast side of Greenville avenue, between old Bergen avenue and what is now known as the Hudson boulevard.

Because of differences of opinion as to what constituted necessary improvements, matters remained in *statu quo*. The town officials were undecided as to what should be undertaken and there was a growing sentiment in favor of a change. In 1865, by act of the Legislature, the "Greenville Street Commission" came into being, with extensive powers. Its personnel consisted of James Currie, Matthew Armstrong, and Michael S. Vreeland. Active work was at once begun, streets were laid out and graded, and other improvements projected, but in 1868 a change in the political sentiment of the Legislature gave an opportunity to oust the existing board and appointing a new commission consisting of Peter Rowe, John H. Midmer, John Taylor, and Robert Drake. In order that there should be no difficulty for the new commission to procure necessary funds, the Legislature passed a supplement to the late act, making it obligatory on the part of the township committee to issue bonds not exceeding in amount \$5,000, on the requisition of the street commission.

Again, in 1872, a new charter was granted by the Legislature, under which the members of the commission were to be elected by the people, and an election was held under the provisions of this act, when Jacob O. Seymour, John H. Midmer, Peter Rowe, Frederick Thau, and Samuel Bostwick were elected. Under this act, enlarged powers were given the commissioners, which only intensified the political strife, and it was finally determined that the only possibility of escape from the existing unsatisfactory conditions was through a union with Jersey City, and at the following election in 1873, the decision was strongly in the affirmative, being two hundred sixty-one in favor of annexation and forty-five against. Greenville thereby lost its identity, being absorbed by the growing city of Jersey City, of which to-day it constitutes a most important part with its industries and railroad terminals. The usual trouble in reference to financial adjustment was experienced but finally settled, and Jersey City thereby acquired not only the additional territory of Greenville, but also an additional indebtedness of \$250,000.

CHAPTER X.

BERGEN.

And now we approach the last remnant of the old Township of Bergen. Although shorn of its former extent, like some of the original farmlands which were divided among the children who had gone forth, leaving the old home with its diminished surroundings hallowed with the memories of former days—so old Bergen township, dismembered and deprived of much of its original acreage, remained, keeping alive the traditions of the homeland, with the habits and customs of by-gone days. Those were the days of simple home life, before modern conveniences and appliances had dispelled the charm of neighborly intercourse that was sincere and helpful. All that remained under the governmental rule of the old township was the section bounded on the north by the Pennsylvania railroad, on the south by Greenville, clothed in its new dignity—yet satisfied to share for the time the simple homely conditions of its older neighbor—on the east by Jersey City and New York bay, and on the west by the Hackensack river, the same territory that in later years took upon itself a full urban government and began its career as an independent city. Within the confines of this territory was the old Bergen village of the early days. That Bergen that was the birthplace of the State's civilization, for within its borders was founded the first religious and educational organization, that has endured throughout all these years, bringing to the community an elevating influence that has spread far beyond its original limit. Although the people of the old village and surroundings clung to old customs and traditions, the change was inevitable. The older generations were passing away—the surrounding communities had inaugurated new customs and conditions, speculative movements had caused grouping of newcomers, forming little communities. In the western section of the Communipaw of early days, the new community known as Lafayette had sprung up; and down on the southern section of the old township, known as Stony Point, were the little groups known as Claremont and Sherwood, and throughout the whole township modern buildings were interspersed with the old farm houses that were even then showing evidences of decay.

Even at the time of the organization of Hudson county in 1840, the people of old Bergen township in a very great degree retained many of the characteristics of the homeland. The Dutch language was spoken almost universally, especially by the older generation, and was used exclusively in some families in their daily intercourse. The land owners clung with tenacity to their holdings, with the result that well cultivated farm lands covered the territory now occupied by the crowded tenements and many industries of a busy, bustling city.

In those days the needs of the community were supplied mostly through home production. The home garden with its varied products sufficed for daily sustenance, while from the farm lands the grains were gathered and stored for future use. From the well cared-for sheep the wool was gathered, and the whirl of the spinning wheel and click of the loom betokened a careful preparation for physical comforts. Inter-communication was infrequent except at the regular Sunday services, when the people gathered early and interchanged their greetings with the usual kindly gossip of the neighborhood. As almost every family was possessed of a carry-all or farm wagon, no other means of conveyance was required, and it was not until about the early '50s, because of the requirements of three or four New York business men, that

public conveyance was thought of and the one-horse stage of old Peter Earle inaugurated this mode of transportation. His regular passengers were Messrs. Franks and Vidal, who built their domicils on the west side of Vroom street, where the Norwegian church is now located, and also George Gifford the elder, and Mr. Maynard, who were the pioneer boarders in the old stone house under the supervision of good old mother Hines, the house then standing near the southeast corner of present Sip and Tonnelle avenues. From this primitive beginning has developed the present comprehensive system of transportation, reaching out its tenacles in every direction to and beyond the utmost limits of our county.

Bergen enclosed likewise the ancient village of Communipaw, so aptly described by Diedrich Knickerbocker as follows: "Communipaw is at present but a small village pleasantly situated among rural scenery on that beauteous part of the Jersey shore which was known in ancient legends by the name of Pavonia, and commands a grand prospect of the superb Bay of New York. It is in short, one of the numerous little villages in the vicinity of this most beautiful of cities which are so many strongholds and fastnesses, whither the primitive manners of our Dutch forefathers have retreated, and where they are cherished with devout and scrupulous strictness. The language likewise continues unadulterated by barbarous innovations."

Notwithstanding the vagaries and pleasantries of the distinguished author, the above description as given by him presents truly a correct picture of the old village of Communipaw, with its comfortable homes clustered along the curving shore of the bay, its waters lapping the sandy beach whereon in the early days the savage beached his canoe and from whence the Dutch ferryman carried his passenger with his produce over to Manhattan. The habits and customs of the Fatherland lingered here long after the surrounding territory had succumbed to modern advancements, and the Van Hornes and Bushs and Brittains discussed the Civil War news in the mother tongue that had been familiar to them from childhood.

In 1833, as appears from a letter written to his brother Peter, Irving visited Communipaw. He says: "I have been moving about almost incessantly during the summer and autumn, visiting old scenes on the Hudson. I made a delightful journey with Mr. Van Buren in an open carriage from Kinderhook to Po'keepsie, thence crossing the river * * * from Esopus by Goshen, Haverstraw, Sufferns, Hackensack, to Communipaw, an expedition which took two weeks to complete, in the course of which we visited Dutch places and Dutch families," and notwithstanding his exaggerations of Dutch habits and customs, he was hospitably received, and care was taken by its occupants that his visit at "The House of the Four Chimneys" should not be forgotten. In after years he again refers to his visit at Communipaw in following terms: "As to the house of the Four Chimneys, it still remains in the great and tall family of Van Hornes. Here are to be seen the ancient Dutch cupboards, chests of drawers and massive clothes presses, quaintly carved and carefully waxed and polished, together with divers thick black letter volumes, with brass clasps, printed in Leyden and Amsterdam, handed down from generation to generation, but never read." When the building, which was built in 1804, was deserted by the family, it was occupied as a foundry, and after partial destruction by fire it was repaired and converted into a tenement house, but has since followed in the wake of about all the old comfortable homes around which cluster so many tender memories.

Even as late as 1873 Communipaw retained much of its ancient attractiveness, as shown by the following newspaper clipping: "The ancient hamlet of Communipaw, lying on the New Jersey shore, within sight of New York, is a precious relic of the days long gone. Two centuries and a half have hallowed its fields and homes as the dwelling places of men. Only a cannon-shot distance from the Battery, it sleeps across the bay in its ancient Dutch repose, only a half-hour from the marble and gilt of the New to the moss-grown homesteads of the Old; only a half-hour from the dash and rattle of Broadway to the whispering of the thousand shells that yet line the quiet beach of old Pavonia."

Along present Summit avenue were the residences of Bernard Vetterlein, William Lummis, Elisha Bliss, Captain Doane, John Brinkerhoff, Walter Storm, John Rudderow and others; while along the Bergen road, now Bergen avenue, were the homes of Smith Garrabrant, Samuel Nelson, Amidee Spadone, John S. Sutphen, John Parker, George Gifford, George W. Helme. On the western slope were the comfortable dwellings of Stephen D. Harrison, Peter Bentley and Doctor Payton, each surrounded by an acreage of shaded lawns forming attractive and secluded estates. All of these persons exerted an influence in the development of the country village and the establishment of a more extended government. Other notable citizens were: Alexander Bonnell, Henry Dusenbury, Henry Fitch, and others who had cast in their fortunes with the growing community. On the eastern slope, south of the present Astor place and extending from Summit to Crescent avenue, Vetterlein Park was located. This plot was tastefully laid out with shaded walks, running brooks, and numerous waterfalls, by Mr. Vetterlein, whose residence was on the opposite side of Summit avenue, and was maintained at his expense—a beauty spot that should have been preserved, but the division of the plot into building lots eradicated all traces of an esthetic nature.

In 1848, Grand street was extended to the hill along its present route, thus affording a more direct route to the Jersey City ferry for the inhabitants of Communipaw and the lower part of the county. Previous to this time the only land route to the ferry for these, was by the roundabout way of Bergen and Newark avenues, *via* "Five Corners." The increase in the number of those engaged in business in New York necessitated increased transportation facilities, and Jacob M. Merseles, one of the most progressive citizens of that day, established a stage line to the ferry, with the terminal near the present car line depot at Montgomery and Orchard streets. Here an old apple orchard formed a pretext for establishing there a pleasure resort, and for some years "Merseles Grove" was the gathering place for picnics and pleasure parties from all over the county. The condition of the roads in spring and fall made vehicular traveling very difficult, and a plank road was laid along the stage route, through Bergen, Sip and Summit avenues to Hudson City, incorporated as the Jersey City and Bergen Plank Road Company. A toll gate was established just south of the Pennsylvania railroad cut at Summit avenue, under the charge of Andrew Prior. This was discontinued in 1859, when the stages were succeeded by horse cars, when a single track was laid, with turnouts at convenient distances for passing. This at times necessitated a long wait, because of a lack of punctuality on the part of either of the drivers. Sometimes one of them would become impatient and endeavor to reach the next switch before encountering his fellow, but frequently failed, when the patience of the passengers were sorely tried, while compelled to listen to a dissertation,

sometimes in plain English, on the "right of way." These cars were constructed by placing the old omnibus bodies on trucks, and so arranged as to be readily turned, when necessary, to go in the opposite direction. There were dangers attending this method, especially when descending the Newark avenue hill, for at least on one occasion the momentum of the car became so great, and its facility for turning so easy, that the horse was pushed aside and the passengers were treated to a realistic picture of "the car(t) before the horse." Soon newer and more convenient means of transportation were adopted, and more frequent and comfortable conveyances were provided, as will be seen later.

In the evolution of the old Bergen village, the simple township form of government was found to be too limited for the changed conditions, and enlarged powers were needed. March 24, 1855, the township as previously described, viz., north of the Morris canal, was incorporated under the name of the "Town of Bergen," with a board of five councilmen as the governing body. This board organized on the following day, with Garret Sip as president, Benjamin Mills as secretary, and George Vreeland as treasurer; chosen freeholders, Myndert Van Horne and Jacob A. Van Horne. Amount appropriated for the support of schools was \$3,300; roads, \$500; poor, \$300. The population of Bergen at this date was 4,972. In 1862 the charter was amended, and the town was divided into three school districts. The northerly portion, from the Pennsylvania railroad cut south to Storm (now Hudson avenue) and Fairview avenue, and from the Hackensack river to the boundary line of Jersey City and the Hudson river, to be known as the Columbian district. That part of the township west of the Morris canal and south of the line of the above district to the Morris canal, to be known as the Franklin district. The portion east of the canal to be known as the Communipaw district. Separate school accommodations were provided for each of these districts. The old Columbian Academy provided sufficiently for the Columbian district. For the Franklin district a school building was erected near the corner of present Harrison and Monticello avenues, and for the Communipaw district one on Pine street, Lafayette. Under the amended charter the number of councilmen was increased to seven, with somewhat enlarged powers, and the part of the old township south of Myrtle avenue was called the Washington School District (the part afterward known as the township of Greenville).

All over the Heights, well cultivated farm lands continued, down almost to the breaking out of the Civil War, and even during the same. Comfortable incomes were realized by the industrious husbandman, who would substitute for the early vegetables heretofore received from Southern markets, the home products of the hot beds and home cultivation. An extensive trade was carried on in green clover, which was fastened in bundles and sold for two or three cents per bundle. The cart and truck men of New York City eagerly sought this dainty for their horses from early spring to midsummer. On the western slope of Bergen Heights an extensive peach orchard furnished delicious fruit in season, and scattered throughout the territory the strawberries raised in the home plots found a ready market in lower Jersey City, and furnished the housewife with her personal perquisites.

Notwithstanding its close proximity to the busy, bustling neighboring city, Bergen preserved its equanimity and plodded along in its old-fashioned way, content to accept and enjoy the result of its labors and the companionship of old-time neighbors. In a community where the acquaintanceship extends back

through a number of years, and where likewise a general knowledge of surrounding is handed down through generations, there is an intimacy and kindly feeling generated that could not be produced in this changing cosmopolitan age. The long close knowledge of wants and conditions, interwoven with kindly acts and practical sympathy, given and received, bound the whole neighborhood in closest ties so that there seemed but one unbroken family. The sorrows and afflictions, the trials and perplexities, as well as the joys and happinesses, were as common property, and were participated in by all. Social functions in their present meaning were unknown, and in the infrequent gatherings, many of the anxieties and burdens so common to our social life were avoided, because of the helpful spirit that prevailed. Each guest became in a manner the host, and the dreadful fear of some impending breach of etiquette prevented.

CHAPTER XI.

THE CONSOLIDATED CITIES OF JERSEY CITY, BERGEN AND HUDSON.

The inhabitants of the city of Bergen were not alone in their expressions of dissatisfaction. The adjoining municipalities of Jersey and Hudson cities were realizing the uselessness of maintaining duplicate governments, thus causing a considerable unnecessary expense, when their needs were in a great measure similar. For instance, sewer construction should be coördinated to ensure the best results at a minimum expense. Likewise, to provide proper police protection, the whole territory should be under one control, whereas through the separate governments it was often difficult to apprehend the criminal or to enforce necessary laws. Therefore a sentiment in favor of consolidating the three contiguous cities grew in favor, and on application of the citizens, the Legislature passed "An act to consolidate and make into one city, to be called Jersey City, the cities of Jersey City, Hudson and Bergen, in the county of Hudson."

It was finally determined to ascertain the sentiment of the different units in the county in reference to a general consolidation. It was based upon an affirmative vote of the adjacent sections. The act was to be operative only so far as it affected such adjacent sections. Special election was held October 5, 1869, with the following result:

	<i>In Favor.</i>	<i>Against.</i>
Jersey City	2,220	911
Hudson	1,320	220
Bergen	815	108
Hoboken	176	893
Bayonne	100	250
Greenville	24	174
Weehawken	44
Town of Union.....	123	105
Union Township	140	65
West Hoboken	95	256
North Bergen	80	225

It will thus be seen that, although a large majority of the voters of the whole county favored the project, under the terms of the enactment, only the cities of Jersey City, Hudson and Bergen could consolidate, leaving the town and township of Union, although voting in favor of consolidation, remained as independent governments, for the reason that under the terms of the act



FIRST SCHOOL HOUSE IN HUDSON CITY SECTION

under which the election was held, there could be no union unless the different municipalities voting in favor, were contiguous. West Hoboken separated Hudson City and Union—voting adversely—prevented their joining the other affirmative communities, the result being that the city of Bergen, with its adjacent neighbor on the North, Hudson City, was merged into and became a part of the city of Jersey City, March 17, 1870.

Of course, as a very important procedure in the consolidation of the three cities, it was very necessary to devise some method of adjustment of the finances, and a committee composed of Dr. John M. Cornelison, Jeremiah B. Cleveland, George Gifford and Thomas W. James, as representing the city of Bergen, was appointed to decide upon an equitable adjustment of valuations, indebtedness, etc., between the three cities.

The Common Council of the consolidated cities was organized May 2, 1870, with Patrick McNulty as president of the Board of Aldermen; John E. Scott, who had served the old Jersey City in the same capacity, as city clerk; Bernard McGuigan, city marshal; John Hopkins, Michael Nathan and Noah D. Taylor, board of water commissioners; David H. Hallanan, city treasurer; Samuel McBurney, city comptroller; John B. Haight, receiver of taxes. Mayor O'Neill in his message recites the financial condition as follows:

Jersey City, appropriation for 1869, \$393,892.74; amount expended, \$337,322.40.
Hudson City, appropriation for 1869, \$116,950; amount expended, \$149,143.
Bergen, amount appropriated for 1869, \$168,691.

While commending the action of some of the committees, the mayor mentions that the expenditures of some of the committees exceeded their appropriation over sixty per cent., and specifies that the Fire and Water Committee were allowed for new hose the sum of \$1,050, but expended for same \$2,508.20; Committee on Lamps allowed \$4,500, but expended \$6,440.02; appropriation for contingent expenses \$2,500, but expended \$10,962.94.

At the time of the consolidation of the three cities, the total indebtedness was \$4,706,846.42, and was divided among the different municipalities as follows:

Jersey City	\$1,204,056 40
Water Debt	1,518,000 00
Jersey City—Total	\$2,722,056 40
Bergen, including Improvement Certificates.....	\$1,534,790 92
Hudson City	450,000 00
Total	\$4,706,847 32

Ratables as follows:

Jersey City	\$24,850,550 00
Bergen	10,874,050 00
Hudson City	8,915,130 00
Total	\$44,639,730 00

The difference in the amount of tax levy for the consolidated city is here-with shown:

Tax Levy for 1870.....	\$1,013,111 49
The Three Separate Cities for 1869.....	678,534 41
Showing Increase	\$333,577 08

HUDSON COUNTY, NEW JERSEY

Property Exempt from Taxation, 1869.....	\$2,709,300 00
As follows—	
Morris Canal Company.....	\$387,400 00
New Jersey Railroad Company.....	581,000 00
Morris and Essex Railroad.....	183,300 00
Erie Railroad	157,600 00

Mayor O'Neill stated in his message that in consequence of recent legislation the estimate of exempt property in 1880 would amount to about \$5,000,000.

An ordinance calling for a general increase of salaries was passed almost unanimously by the Board of Aldermen, but was vetoed by the mayor as being unnecessary, and his veto was sustained by practically the same vote by which the measure was adopted, and at the next meeting he thus cauterized the board, stating that when he enquired from one of the members, "why the change of front?" the reply was, "that the parties benefited were their constituents and personal friends, and it was disagreeable to disappoint them." He therefore cautioned them to consider well before voting upon any question, whether the city needed, and would be benefited, by their affirmative action. He nominated John Van Vorst, Garret D. Van Reipen and Blakely Wilson a committee to act with the comptroller and Committee of Finance to investigate and report on all the property of the individual cities, debts, etc., outstanding against each.

The chief officers of Jersey City, from the time of its designation under such name by act of Legislature, have been as follows:

PRESIDENTS OF BOARD OF SELECTMEN—Joseph Lyon, 1820-1823; William Lyon, 1824; Joseph Kissam, 1825; George Dummer, 1826-1830; David C. Colden, 1831-1832; William Glaze, 1833; John F. Ellis, 1834; Robert Gilchrist, 1835; William Glaze, 1836-1837.

MAYORS—Dudley S. Gregory, 1839-1840; Peter McMartin, 1840; Dudley S. Gregory, 1841; Thomas A. Alexander, 1842; Peter Bentley, 1843; Phineas C. Dummer, 1844-1847; Henry J. Taylor, 1848-1849; Robert Gilchrist, 1850-1851; David Manners, 1852-1856; Samuel Wescott, 1857; Dudley S. Gregory, 1858-1859; Cornelius Van Vorst, 1860-1861; John B. Romar, 1861-1863; Orestes Cleveland, 1864-1866; James Gopsill, 1867; Charles H. O'Neill, 1868; William Clarke, 1869; Charles H. O'Neill, 1870-1874; Henry Traphagen, 1875-1876; Charles Siedler, 1877-1878; Henry J. Hopper, 1879-1880; Isaac W. Taussig, 1880-1884; Gilbert Collins, 1884-1886; Orestes Cleveland, 1886-1892; Peter F. Wanser, 1892-1897; Edward Hoos, 1897-1901; Mark M. Fagan, 1901-1908; H. Otto Wittpenn, 1908-1911; Mark M. Fagan, 1911-1916; Frank Hague, 1916—.

The consolidation of the three cities took place during the administration of Charles H. O'Neill's term in 1870, and Mayor Fagan's second term marks the beginning of Commission Government in Jersey City.

Changes of Government—Jersey City, as the name by which the municipality through legislative action in 1820 was designated as a corporate body, and under which it was made "capable of suing and being sued"—has by successive gradations passed through the different forms of government adapted to its several needs.

In January, 1820, Jersey City sprang into being as an independent corporate body, with powers of self-government, to be known as "The Board of Selectmen of Jersey City," to be composed of five freeholders, but with only the limited powers of government necessary to establish some legal authority. January, 1829, the Legislature increased the number of the selectmen to seven, and enlarged their powers sufficiently to provide the relief asked for.

In February, 1838, owing to the increase in population and need for more extensive improvements, the power of assessment therefore and their collection, was granted under the title of "The Mayor and Common Council of Jersey

City." The city was also made separate and apart from the township of Bergen, of which it had hitherto remained a part.

In March, 1839, the little city had absorbed only the Paulus Hook section of the Associates, but at this date its limits were extended to Grove street, but continued under the same form of government. In 1851 its territory was again enlarged by the absorption of Van Vorst township, and its corporate title confirmed as "An Incorporated Body, Political and Corporate, under the title of The Mayor and Common Council of Jersey City," and dividing the city into four wards, each ward to be represented by four aldermen.

In 1869 an act to consolidate and make into one city, to be called Jersey City, the several cities and towns within the limits of Hudson county, east of the Hackensack river, and March, 1870, an act was passed by the Legislature providing for the government of the consolidated city.

In 1871, wards were abolished and six aldermanic districts formed instead, each district to be represented by two aldermen. In 1873 Greenville became a part of the consolidated city, and was annexed to the Sixth Aldermanic District, the vote of the people being 291 in favor, 55 against.

In 1668, most of the territory now known as the Greenville section of Jersey City was allotted to one Jan Cornelissen Buys, and for many years it remained for the most part in woodland, with small farms interspersed. The portion afterward known as "Currie's Woods" became widely known because of its natural attractions not only, but its adaptability for a picnic ground, for which purpose the owner was nothing loth to grant permission. It consequently became widely known, and many church and other organizations, as well as private parties, availed themselves of its accessibility. For some years the few residents of Greenville were obliged, for church privileges, to attend the Old Bergen Church, although at times very inconvenient because of the distance. In 1845, however, the Methodist denomination instituted a mission in a vacant factory building that developed into the Grace Church.

As indicating the limited population of Greenville in 1861, the quota for service in the Union army during the Civil War was sixteen.

Under almost any form of government, the strife for political supremacy always exists. The "Outs" look with longing eyes upon the perquisites enjoyed by the "Ins," and use every endeavor to supplant them. In 1871 the "Ins" in Jersey City were so strongly entrenched that it seemed impossible to supplant them through the medium of popular vote, and, as the situation was favorable, recourse to the Legislature was determined upon. Both branches of the New Jersey Legislature were under the control of the Republican party, while the Jersey City government was solidly Democratic, with no hope of changing the sentiment of the people; consequently, the only hope for a change in the local government was through legislative action. At this time "The Mayor and Board of Aldermen" had full control of the city government. The city's finances, the police and fire departments, the management of all public improvements, came under the jurisdiction of the city's authorities.

Some of the "Outs" whose appetites had been whetted by the "open season" existing on the eve of consolidation, found the outlook very alluring. A bill was, therefore, introduced in the Legislature creating a series of boards for the control of the different city departments, and abolishing the whole existing form of city government; the occupants of these boards to be appointed in joint meeting at Trenton, thus taking away from the community the power of local self-government. As may be imagined, such a general political move was not without its far-reaching effect. Officials were forced upon the city regard-

less of the wishes or choice of the inhabitants, and the last condition became worse than the first. Like those who have been deprived of food for some time, they "gobbled," and the public debt increased by "leaps and bounds," while the tax rate jumped accordingly. The scandal became so notorious that a legislative committee of investigation was appointed, but on their arrival at the scene of action they were "taken into camp," with no results. Governor Parker submitted a special message, calling attention to the need of amended legislation, and a bill was introduced intended to wipe out all commissions and restore local self-government. This was bitterly opposed, and in modern parlance "camouflaged," and the Legislature adjourned with "no change." The misgovernment continued until at last the purchase of real estate for an additional reservoir site (the present Pershing field), in a manner in direct violation of law, precipitated action on the part of the people, and the commissioners found their liberty jeopardized. It was the end of the government of Jersey City by boards appointed at Trenton; and a return to government by the people and for the people directly interested, was brought about by the Legislature.

The so-called "Reorganization of Local Government in 1871 for Jersey City," passed by the New Jersey Legislature of 1871, was a masterpiece of practical politics; the basic principle of which is the determination to secure personal benefits. The desire to obtain the emoluments attached to political supremacy, overrides every other consideration, and public rights are recognized only so far as they do not interfere with private advantage.

Under the new act, the city government of Jersey City was made to consist of a Mayor, with a salary of \$3,000; a Board of Aldermen, consisting of twelve members, no salary; a Board of Public Works, to consist of seven members, \$1,500 each, president's salary \$2,500, elected by associates; a board of Police Commissioners of five members, \$500 each, president's salary \$1,500, elected by associates; a Board of Fire Commissioners of five members, \$500 each, president's salary \$1,200, elected by associates; a Board of Education, consisting of twelve members, no salary; a Board of Finance and Taxation, consisting of five members, being the mayor and presidents of the other boards.

The Mayor, Aldermen and member of the Board of Education to be elected by the people, with no salary attached to either of the elective boards. The members of the Board of Public Works, Board of Police Commissioners, and Board of Fire Commissioners, according to the terms of the act, "shall be the individuals named as such in this act and their successors, and shall be chosen by the Senate and General Assembly in joint meeting, their terms of service to be determined by lot * * * if vacancy occurs prior to the next meeting of the Legislature, to be filled *ad interim*, by the Governor, permanent appointment to be made by the Legislature." Their salaries to be fixed by the Legislature.

The Board of Works to have cognizance and full control "of all structures and property connected with the distribution and supply of Passaic water and the sale and use thereof, extending same; lighting of streets and public places, all public buildings and lots; docks, bulkheads, etc., and providing for the proper offices for the transaction of business."

The Board of Police Commissioners shall appoint the chief and as many captains as is deemed necessary, at a salary of \$1,800, and sergeants at \$1,200, patrolmen at \$1,100; the whole number not to exceed altogether 130.

Three police justices to be appointed by the Senate and General Assembly for three years at \$2,000 each.

The Board of Fire Commissioners to have the appointment of chief engineer; control of all fire equipment and apparatus of every description connected with the department, except that all repairs and construction of new buildings shall be under the charge of the Board of Works.

The Board of Finance and Taxation shall have the power heretofore vested in the Mayor and Board of Aldermen, etc.

Appointments by the Legislature under this new act: Board of Works—Thomas E. Bray, William H. Bumsted, Earl S. Martin, William Startup, August Ingwersen, Benjamin F. Welsh, Murrillo H. Gillett. Police Commissioners—Thomas Edmundson, Frederick A. Goetze, Thomas A. Gross, Isaiah S. Hutton, Ezekiel M. Pritchard. Fire Commissioners—John Boyd, Alonzo B. Dean, John H. Carnes, Jr., Dudley S. Gregory, Thomas W. Tilden.

Public improvements without limit were authorized and pushed through, new streets were opened, sewers built, contracts for wooden pavement given out, etc. The financial affairs of the city became greatly embarrassed. There were awaiting action by the city officials old claims amounting to \$1,361,018.41, in addition to amounts to be raised to meet accruing indebtedness. As may be supposed, the existing conditions and such arbitrary action made the controversy between the political parties only the more bitter. City payments were deferred indefinitely. There were criminations and recriminations. Indictments against city officials were found, principally for nonobservance of laws regarding purchases without advertising.

The panic of 1873 intensified the financial embarrassment of the city, and the Board of Finance adopted almost any expedient to maintain its credit. Bonds were issued to obtain money to meet current expenses, with the result that while Jersey City's debt in 1870 was \$5,130,584.83, in 1874 it had increased to \$13,082,775.

In 1871 the city's financial embarrassment was intensified by what was known at the time as the "Bank Fight." The effort to become the depository of the city's funds by both the First and Second National Banks, built up factions among the politicians that created a widespread antagonism. John S. Fox, president of the First National Bank, and Blakely Wilson, president of the Second National, were the financial gladiators, and the strife developed into a personal animosity that threatened to wreck the city's financial standing. The Second National Bank has been the depository of the city's funds, and had generously advanced temporary loans to meet the city's pressing needs; but the time had arrived when it became necessary to curtail the amount of loans to the city, and further extension was refused. Thereupon the Finance Committee resolved to borrow \$250,000 from the First National Bank, but the resolution was vetoed by Mayor O'Neill. Hosea F. Clark, who was chairman of the Finance Committee at the time, resigned, and Patrick McNulty, president of the Board of Aldermen, appointed William H. Bumsted in his place. He at once transferred the city's account to the First National, and the disgruntled Second National called a portion of the city's temporary loan amounting to \$50,000. When the certificate was presented to the First National for payment, it was refused on the ground of "no funds." Bumsted then appeared as a shrewd financier. Through certain manipulations—issue of loan bonds and the procuring of temporary loans—he succeeded in paying \$150,000 of the city's temporary loans and meeting all present demands, thereby preserving the city's credit.

In 1887 a new charter was granted by the Legislature, the complexion of which had been changed by the recent election. The provisions of the new

charter differed from the old, being the change in the personnel of the commission by ousting the existing members and providing for the election of new members by the people, viz., one from each aldermanic district. Thus home rule was once more triumphant.

Of course, according to the prevailing sentiment, practical politics demanded a strict adherence to the dogma that "To the victors belong the spoils," and a complete change in the personnel of the city's employees was effected. But the change of administration brought no beneficial change, for, notwithstanding the increase in taxation, no visible improvements could be discovered. The people resenting this, endeavored at the election in 1880 to effect a change in the existing conditions, but were unsuccessful, and a general suspicion prevailed that illegal means had been used for their defeat. A citizens' movement was started to better the conditions, and at the election of 1884 Gilbert Collins was elected mayor as the candidate of the Citizens' party. Under the existing laws, however, he was powerless to accomplish much in the way of improvement. The old régime remained in control, and in 1887 the public debt had increased to \$20,674,361.26, and the unpaid taxes at the same time amounted to \$8,502,103.03. The people refused to pay their taxes and were unable to realize through sale of property, and consequently the aid of the Legislature was invoked. The situation became critical. To meet running expenses and pay temporary loans due, long bonds were issued. In order to secure at least a portion of the unpaid taxes, what was known as the Martin act was passed by the Legislature. This act permitted the scaling of over due taxes, where the situation warranted such proceeding. At this time the elections seemed farcical, for illegal voting was carried on extensively, the final result being that a number of election officers were indicted by the grand jury and punished.

At the election of 1892 Peter F. Wanser was elected mayor, and although somewhat obstructed by defects in the law, improvement was evident. In 1894 changes were made in the city government by the Legislature and good results followed; new schools, which were badly needed, were built; streets improved, etc.

In 1911 the New Jersey Legislature passed what is generally known as the "Walsh Act," known specifically as "The Commission Form of Government." Under its terms any municipality in the State may avail itself of this form of government, provided the requisite number of voters cast an affirmative ballot. An attempt to secure this form of government for Jersey City was made, but failed. Two years later, in 1913, the attempt was successful, and again a radical change in the form of government for Jersey City was effected. An election was held under the provisions of this act to select candidates for the commissioners, in April, 1913, the names of the ten who received the highest number of votes to be placed upon the ballot to be voted at the succeeding election in June. Of these, the five receiving the highest number of votes were to be designated as the commissioners for the next four years. The successful candidates at this first election under the new régime were: Mark M. Fagan, George F. Brensinger, A. Harry Moore, James J. Ferris and Frank Hague. Mark M. Fagan was elected mayor by his associates.

On June 17, 1913, the commissioners met for organization, and Jersey City again started a new life under a new form of government. Under the act the commissioners have all the powers that had existed in the Mayor and Board of Aldermen, etc. The board is divided into different departments covering the

different branches of city government, viz.: Department of Public Affairs, Department of Revenue and Finance, Department of Public Safety, Department of Streets and Public Improvement, Department of Parks and Public Property.

The mayor, who is chosen by his associates, becomes director of the Department of Public Affairs. The other departments are assigned to the other members either by lot or mutual agreement, and their duties and powers determined upon.

The board has full control of the city property and finances, determines upon the amount of money needed for the operation of the city government in its different departments; issues bonds when necessary; levies taxes; and, in fact, determines upon and enacts laws or ordinances for the regulation of the city's affairs. They are authorized to appoint such subordinate officers and employees as are necessary for the proper carrying on of the city's affairs. The commissioners appoint the city clerk, who keeps all the minutes and records of the board and performs such other duties as properly belong to the office.

The mayor is the presiding officer, and exercises supervision over the different departments, and reporting to the board at large all matters requiring attention. The director of revenue, being vice-president, presides and acts in the absence of the president.

The operation of all ordinances adopted by the board must be delayed ten days before becoming operative, to permit of their consideration by the people; and if a certain number of the legal voters protest, such ordinance must be withdrawn or submitted to a vote of the people for acceptance, in which case a negative vote nullifies such ordinance.

The functions of the different departments are as follows:

Department of Public Affairs—Control of city charities and poor master; control of building inspection; control of Health Bureau, City and Isolation Hospital.

Department of Revenue and Finances—Charge of city's financial affairs; charge of Sinking Fund investments; collection of taxes, etc.

Department of Public Safety—Police and Fire Departments; Weights and Measures, etc.

Department of Streets and Public Improvements—Improvement of streets, sewers, and repair of same; cleaning and lighting of streets; water supply-pipe line, etc.

Department of Parks and Public Improvements—Care of City Hall and city parks; insurance and care of public buildings, except schools; management and care of public baths and play grounds.

The advantages of the commission form of government soon became manifest. Under the old régime, the details of city government were administered through the agency of committees, and the enquirer after information in regard to city affairs was oftentimes nonplussed as to whom to apply to obtain the desired information. In modern parlance, "the buck was passed." Under the present or commission form of government, the responsible party is plainly indicated, and there is no uncertainty as to whom to apply.

Meanwhile the operations of the city commissioners are under the advice and suggestion of the city's law department, consisting of a corporation counsel, city attorney and their assistants. They are appointed by the whole Board of Commissioners, and their duties are specified to be: To advise as to the legality of any proceeding, defend or prosecute any action in which the city may be interested, see that rules and ordinances that are presented for adoption are properly phrased, and perform all duties that may be connected with the laws governing the city.

CHAPTER XII.

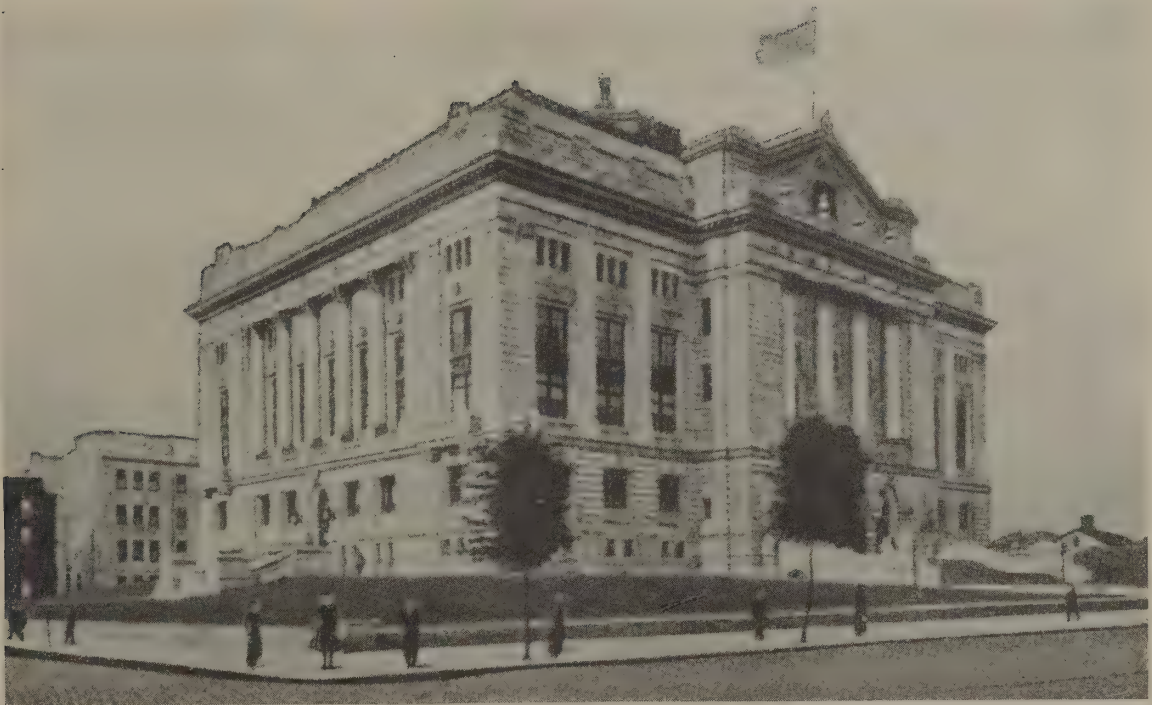
EARLY COURTS—THE LEGAL FRATERNITY.

The first court established in the territory now known as Jersey City, was that which may be called "The Court of Schout and Schepens," established in 1661, when the people of Bergen became an organized community. It was a simple court of justice, but seems to have had general control of all necessary functions. The schout performed the duties of prosecutor and acted as sheriff. He was required "to bring to justice every transgressor of any political, civil or criminal laws, ordinances and placards, and to have them mulcted, executed and punished, etc., * * * that all criminal cases may be brought to light, decided with speed and all judgments executed without delay."

He with three schepens constituted a court to be held every fourteen days, harvest time excepted, unless necessity demanded more frequent session, "Before whom all matters touching civil affairs, security and peace of the inhabitants of Bergen, also justice between man and man shall be brought," etc. Appeal might be allowed in certain cases to the Director General and Council at New Amsterdam. Special provision was made to prevent unnecessary delay in the administration of justice by the following requirement: "In order to provide the good Inhabitants of Bergen with cheap and inoppressive Justice: The Schout as President and the Schepens of the Court must for the convenience of Parties appear on the Court Day, and at the place appointed on pain of forfeiting Twenty Stivers," etc. All major crimes and delinquencies, after the testimony was taken, were to be referred to the Director General and Council of New Netherland. Tielman Van Vleck was first chosen schout and president of the court, and Michel Jansen, Harmen Smeeman and Casper Steinmetz, schepens.

This simple government determined most of the disagreements arising among this primitive people, most of them arising from local disagreements that could be settled by arbitration. The greatest trouble seems to have been in reference to the use of the open land remaining unappropriated and held in common for the people of Bergen, and also in the arrangement for proper general protection. These subjects often occupied the attention of the authorities at New Amsterdam.

The court at Bergen was established by Governor Stuyvesant in the following terms: "In behalf of their High Mightinesses, the Lords States General of the United Netherlands, and the Noble Lords Directors of the Privileged West India Company, Director General of New Netherland, Curacoa, Amba, and Borayro, and Dependencies," etc. Under the authority granted by this formidable caption, the early courts of the territory now known as Hudson county were brought into being, and later, November 13, 1675, the assembly of the Province held at Elizabethtown declared "that a necessity exists that a court of justice be maintained and upheld amongst us * * * which said courts may go under the denomination of County Courts, and that there should be two of the aforesaid courts kept in each respective county (Bergen and the adjacent plantations about them to be a county) and to have two courts in a year, whose sessions shall be the first Tuesday in March and the last Tuesday in September." Judges to be elected by the people and to have cognizance over both civil and criminal cases, but "that no debt under the sum of forty shillings should be actionable in any county court, but should be tried by two or three persons that shall be chosen by the towns yearly." This latter requirement was the forerunner of the justices' court of the present day.



HUDSON COUNTY COURT HOUSE

In 1682 a change was made. The county courts were to be held four times yearly, the judges to be the justice of the peace of the different counties; "The Court of Common Right" instituted to be presided over by from six to twelve members, and to hold four sessions each year, at Elizabethtown, the location being changed in 1686 to Perth Amboy.

In 1683 our present jury system was ushered in under following pronouncement: "The Fundamental Constitution for the Province of East Jersey in America. It is decreed, That all tryals should be by Twelve Men and as near as it may be, peers and equals * * * in case of life, there shall be at first twenty-four returned by the sheriff for a grand inquest." In 1688 a Court for Trial of Small Causes was established by the General Assembly, to be held monthly.

Previous to 1675 the simple courts were created through agreement among the residents of each community, an illustration of which practice is reported in the early 50's as lingering in the township of Bergen. It was perhaps the most popular court in those early days, and might be called at this time "A Court of Arbitration." In other words, in cases of differences between neighbors, two others were called in and the grounds of disagreement presented, which were duly considered and decision rendered, which was usually accepted as final, for these disagreements were settled in what might be understood as a kindly spirit. For instance, in the case referred to above as having occurred at Bergen. It so happened that a field of corn owned by one of the residents was invaded by some cattle belonging to a neighbor, whereupon on discovery, damages were demanded by the owner of the cornfield, which were refused by the owner of the cattle. The matter was referred to the 'squire, who called in two other neighbors to hear the case. The plaintiff proved damages, but the defendant demurred, stating that if the fence had been kept in proper condition the cattle could not have trespassed. After consultation with his confreres, the 'squire announced the decision of the court to be "that the defendant must pay the sum of twenty shillings to the court, to be expended for the benefit of all parties concerned," the reason given being that the plaintiff was equally responsible with the defendant for the condition of the division fence, which sentence was doubtless carried out in the friendly manner in vogue in those days.

Chief Justice Hornblower, in his address at the dedication of the first Hudson county court house, thus alludes to legal conditions in the early days of Bergen: "You needed not even one lawyer to satisfy your litigious propensities, for you had none to be satisfied. Peace reigned within your borders. * * * A court at Hackensack and a few Dutch justices at home, were all you wanted to punish the few offenders, and settled the few law suits that troubled you in those days."

If we should revert to the primitive method of administering justice, the old whipping post that stood in the southeast section of Bergen square in the early days comes into view. Here the perpetrators of minor criminal offences received their just due, especially "wife beaters," the degree of punishment being made "to fit the crime," and was more effective as a preventive agency than what is called the more civilized punishment of to-day, for the muscular exertions of the old-time sheriff forcibly conveyed to the offender a realizing sense of the magnitude of his crime.

On the acquirement by the English in 1664 of the territory previously held by the Dutch, a reorganization of the court took place. Governor Carteret on his arrival reorganized the court of Bergen, constituting there "A Court of

Judicature for the Inhabitants of Bergen, Gemoenepau, Aharsimus and Hoo-boocken, to be held and kept open as often as occasion may require in the aforesaid Towne of Bergen," * * * dated 1665. Nicholas Varlett was appointed president; Herman Smeeman, Caspar Steinmetz, of Bergen, and Elias Michiels, of Gemoenepau, assistant magistrates; and these constituted the first court under English domination.

Under Dutch recapture, the complexion of the court was again changed, and William Sandford made president; John Pike, John Bishop, Samuel Edsall and Gabriel Minveille were appointed, but their career was short. New Netherland became permanently an English colony in 1674, and so remained until the Revolution. In 1676 the court was again constituted at Bergen, with John Berry president; Samuel Edsall, Lauriens Andriessen, Elias Michielsen and Engelbert Stuynhuysen as members of the court. The court at Bergen continued to dispense justice at Bergen for all its dependencies until the removal of the court to Hackensack, where it remained until the separation of Hudson county in 1840 from its former affiliation to become an independent entity.

Establishment of Courts—The first county court under the newly organized county government was held in Jersey City, in the old Lyceum building on Grand street, in April, 1840. The court was instituted with Joseph C. Hornblower as chief justice, and Cornelius Van Winkle, Henry Southmayd, Stephen Garrettson and George C. DeKay as associates. George H. Brinkerhoff was appointed sheriff. After a short sojourn here, it was determined to select a more central location, and by action of the Board of Chosen Freeholders a floor of the hotel known as the Newkirk House, at the "Five Corners," as the locality was then known (the present location of the Hudson City Branch of the Commercial Trust Company) was designated as the place for holding the county courts, and here they continued until 1845, when the first court house building was completed. The selection of this site was the cause of considerable strife between the different sections of the county. The Jersey City of that period was quite insistent that the court house should be located within its limits, and as inducement offered a site free of charge, and in addition \$8,000 in cash, but notwithstanding this attempted bribe, the decision of the voters of the county was in favor of the "Five Corners," being on part of the present location of the county court house. The cornerstone of the proposed building was laid with appropriate ceremonies, October 17, 1844, and the first session of the court was held therein, March 11, 1845.

The difficulties confronting the administration of justice on the inauguration of the city government in 1820 was early recognized. There was no administrative power for the government and control of minor local offences, except a primitive method administered by the Board of Selectmen, as shown by their determination to build and furnish a "lock-up." The county courts were located at an inconvenient distance (Hackensack), and it was more in accordance with the habits of the times to gloss over an ordinary misdemeanor or substitute some form of punishment, rather than appeal to the distant court for action. Under the amended charter, what might be called a Mayor's Court was instituted, in that the aldermen were invested with certain powers, subject however to the action of the mayor.

Through modifications, the court procedure has been simplified, and at present the Local Law Department consists of the county courts, with jurisdiction over all civil cases. There are two district courts in the city of Jersey

City, having cognizance of civil cases to the amount of \$500, and to which such cases may be brought for adjudication from any part of the county. The judges are appointed by the Governor and confirmed by the Senate.

County Courts—The Court of Common Pleas is presided over by judges appointed in like manner, but with larger jurisdiction than the District Courts. The Circuit Court has jurisdiction over all common law cases, like the Supreme Court, except those of a criminal nature. The judges of the Court of Common Pleas and Circuit courts also preside over the Court of Quarter Sessions and Court of Oyer and Terminer, before which all cases of a criminal nature must be tried. The Surrogate's or Orphans' Court is presided over by one of the judges of the Court of Common Pleas or of the Supreme Court, and to whom is brought all questions relating to wills and the disposition of property thereunder, executors' accounts, and matters involving estates. The surrogate is the clerk of this court.

Juvenile Courts—In 1903 a Juvenile Court for the trial of juvenile offenders was established and placed under the jurisdiction and power of the Court of Common Pleas, instituted for the trial of disorderly juveniles or habitual vagrants or incorrigibles, with power to commit to State institutions. The operation of this court was so satisfactory that in counties of the first class in 1912 a separate court, entitled "Juvenile Court of the County of ——" was established, the judge thereof to be appointed by the Governor for the term of five years, with the definition that "any child under sixteen years of age who violates any penal law or municipal ordinance, &c., shall be considered a delinquent child," and shall be committed to any appropriately incorporated society, etc. This court is specially designed for the trial of juveniles who are incorrigible or who have been charged with truancy from school or committed any minor offence against the law. It is intended as a sort of reclamation agency, and in its deliberations takes into consideration more particularly the surrounding conditions in each particular case, rather than inflict a sentence that perhaps might be justified if the offence was regarded from a strictly legal sense, so that the youthful offender might not be subjected to the ignominy of a jail sentence. In all cases where leniency is warranted, the offender is placed in charge of a probation officer, to whom he must report at stated seasons, and who must compel strict compliance with the conditions imposed by the judge before whom the culprit was tried.

Parental School—The establishment of a "Parental School" in counties of the first class was authorized by Act of the Legislature, May 24, 1915, stating that whenever "the Judge or Judges of the Court of Common Pleas shall deem it necessary and on approval by the Board of Chosen Freeholders" to establish such school, "they shall appoint five persons, one of whom at least shall be a woman, who shall be known as "The Board of Trustees of the Parental Home of the County of ——" with power to acquire land and buildings "for the detention of all persons, male or female, who may have been adjudged 'juvenile delinquents,' by the courts for the trial of juvenile offenders, and who may have been convicted of violating any general statute, or who may be detained as a witness in any pending criminal prosecution," etc. "The Board of Chosen Freeholders shall have power to appoint a proper master and matron, and shall also provide the necessary funds on the requisition of the Board of Trustees of the Parental Home." The purpose of the act is stated to

be "to provide for the education and for the moral and intellectual improvement of the class of persons mentioned in the Act."

The Parental Home of Hudson County is an institution with a far-reaching effect. Its wards are those who have been committed by the courts for a definite time, as well as those who are sent direct by the truancy or probation officers, the design being to keep them for the time from the demoralizing effect of a jail commitment. The school has a commanding location on the shore of Newark bay, in the Bayonne section of the county, with a surrounding of nine acres of land, which is fully cultivated and supplies the institution with an abundance of fresh products. The cost of maintaining the school approximates \$45,000 annually.

While occupants of the Home, the inmates are subject to strict rule under the care of a competent teacher and matron, and subject to medical examination and inspection. The school was incorporated and the building erected in the year 1915. The first board of trustees appointed by a Common Pleas judge was composed of Benjamin Stowe, Frederic Rider, Richard Stevens, Dr. John Nevin and Margaret McNaughton. Dr. Nevin declining, Robert Fleming was substituted. The present board consists of Robert Fleming, president; Harry Palmer, Miss Margaret McNaughton, Mrs. Robert Alberts and Mrs. James Clark.

The legal fraternity of Jersey City have always stood high as to moral and legal attainments. During the very early formative period of the city, there were not a sufficient number of citizens with litigious propensities to warrant the sojourn here of anyone specially endowed with legal knowledge; and if tradition is correct, it was not until 1812 that one James Williams located here, but it seems only temporarily, for the amiable disposition of the community so discouraged him that in 1816 he sought other fields for the exercise of his peculiar talents. During that year, Samuel Cassidy was admitted to the bar, and hence became Mr. Williams' successor. He was made of different material, for he became very popular. "Sam Cassidy," rugged and robust, was for years one of the most prominent counsellors of the city, continuing in practice, with public office intervening, until his death in August, 1862.

The next name to appear on the roll of what might be termed Jersey City lawyers was Jonathan D. Miller, who was admitted to the bar in 1827, and made counsellor in 1831. He was of a somewhat different type from Cassidy, rather retiring in disposition, but was a hard worker and profound thinker, and secured much of the legal practice of the older families of the county. He married into the Van Vorst family, and by his counsel greatly influenced the policy of that family with its large holdings.

Peter Bentley, who became a noted figure in the profession, was likewise one of the early lawyers of Jersey City. He came here in 1825, began the study of law in 1830, was admitted in 1834, made counsellor in 1839. He was indefatigable in his profession, and practiced for forty-one years, appearing before the courts in many important cases. While confining himself closely to the interests of his clients, he was deeply interested in the growth and welfare of the city. He assisted in the organization of several financial and industrial institutions of the city, occupied several positions of trust, and in 1843 was elected mayor of Jersey City.

Another prominent figure of the legal fraternity in the early days was Abram O. Zabriskie, who came to Jersey City in 1849, and quickly became one of the coterie of substantial and prominent citizens of those early times. He was engaged in many important cases, especially concerning railroad and

transportation problems, as well as investigating the riparian rights of shore owners. He was made chancellor in the spring of 1866, and died in 1873.

Jacob R. Wortendyke was another who filled an important place in public estimation. He was of the old Holland Dutch stock, and studied law with Chancellor Zabriskie, was admitted to the bar in 1853, became associated with the chancellor as partner, was elected to Congress in 1856, and was prominent both in church and State. He filled many important local offices; was water as well as riparian commissioner, and attained high rank in his profession.

Thomas M. James was among the earliest of the prominent members of the local bar, being admitted to practice in 1839, and while not presenting the brilliancy of some of his confreres, he was especially painstaking and cautious in all his legal transactions, and hence was considered most dependable. He was well known and was one of the organizers of the Provident Savings Institution, and its first secretary and treasurer. He was deeply interested in all public affairs, and especially in the wellbeing of Grace Episcopal Church. He was the last survivor of the members of the bar who were in active practice previous to the establishment of Hudson county.

Isaac W. Scudder was contemporary with Mr. James, but of an entirely different type. Rotund in physique, and jovial in disposition, and possessed of a peculiarly acute perception, he occupied a flattering standing in his profession. He was a powerful advocate before a jury, presenting facts with a clearness and sort of bonhomie that carried them with him. He was elected to Congress in 1872 on the Republican ticket, in opposition to Noah D. Taylor.

Lewis D. Hardenburgh was the son of the first president of Queen's College, now Rutgers. He was admitted to the bar in 1825, becoming counsellor in 1828. He began practice in New York State, came to old Bergen county, practised law in Jersey City, and on the formation of Hudson county was made prosecutor of pleas of that county, serving from 1840 to 1845; afterward became secretary of the Hudson Mutual Insurance Company, and was one of the organizers of the Park Reformed Church of Jersey City, and elected deacon.

Possibly the two lawyers best known throughout the county at the time because of their political activities, were General E. R. V. Wright and Edgar B. Wakeman. Both were active in every political campaign, and were much sought after to convey to the "oi polloi" the saving political doctrine. General Wright was admitted to practice in 1839, became counsellor in 1844. He entered into a partnership with Thomas W. James. Although of entirely different dispositions and temperament, they were considered a very strong combination. After their separation, General Wright located his office in the old Hudson City section, opposite the court house, near his home, which was almost opposite on Hoboken avenue. In 1850 he was appointed prosecutor of the pleas for Hudson county. In 1855 was elected mayor of old Hudson City; in 1857 was appointed major-general, and was elected to Congress in 1864.

Edgar B. Wakeman was possibly one of the most widely known members of the Hudson county bar. He was always in demand at preëlection times. He was admitted to practice in 1843, made city clerk of Jersey City, serving from 1845 to 1848; became corporation attorney; was largely interested in real estate, but through the shrinkage of values due to the financial panic of 1873, he was subjected to losses that cramped his efforts in that direction.

Robert Gilchrist, familiarly known as "Bob," was one of the most brilliant as well as versatile of those early lawyers. He studied law in the office of Isaac W. Scudder, was admitted to the bar in 1847, became a partner with

Scudder, and so remained until the latter's election to Congress in 1872; was captain of Company F, New Jersey Militia, and served at the front during the Civil War. He was nominated for Congress in 1866, but was defeated. He was made Attorney-General of the State in 1869; was prosecutor of the pleas during the political investigation of 1872, and in a scathing arraignment secured the conviction of several of the offenders.

Jacob Weart was another prominent member of the early Hudson county bar. He was admitted to practice in 1852, becoming counsellor three years later. He was engaged in several important cases. He originated the County Board of Health and Vital Statistics, instituted the law for the equalization of taxes, was counsel to the County Board of Freeholders, one of the organizers of the Bank of Jersey City, was Revenue Collector of Fifth District for four years.

CHAPTER XIII.

PUBLIC BUILDINGS AND PARKS.

One of the definite marks of civic pride is the attractiveness as well as the adaptability of the public buildings of a city. Until a comparatively recent time, Jersey City was wanting in this respect. Its rulers passed by successive gradations from the tavern room for their meeting place in the early days, through the town hall, wherein were combined facilities for religious worship, school and "lock up," to the plain brick building known at the time as the City Hall, still standing at the corner of Newark avenue and Washington (or City Hall) place, in the aldermanic chamber of which, on an occasion of a special election, was for a number of consecutive ballots thundered forth "six aitch of them and no chice," and passing from thence to the ornate building at present occupied by the "City Fathers." Owing to the usual political jealousies existing at the time, the commission in charge of the construction of this building were severely criticized, and held under indictment by the grand jury, only to be freed and complimented for the faithful performance of duty.

The City Hospital is by far the most attractive in design of any of the public buildings owned by the city (the school and educational buildings are under the control of the Board of Education). It occupies an imposing situation on Jersey City Heights, and is so located that even in the hottest weather the cooling southerly breezes sweep over it, bringing relief to the fevered patient.

It is the evolution of the old "Jersey City Charity and Dispensary" that was established in 1868 under the management of a committee of the old Common Council, who with eight physicians constituted the hospital board, a description of which has been given. In 1882 a change of location was decided upon, and the present site, corner of Baldwin avenue and Montgomery street, was selected, the property then belonging to the Rudderow estate. Later the Mead property adjoining was secured. The old residences were made available for a time and utilized for hospital purposes until a suitable building could be erected, when the original buildings were used for office and dispensary purposes.

The school buildings, which are the property of the city, deserve special commendation, not only because of the appropriate style of architecture they present, but for their peculiar fitness for the purpose for which they are designed, special attention having been given in their construction to sanitation as well as the proper amount of air space for class rooms. Through the



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system of ventilation adopted, fresh, pure air is continually admitted as the impure air is expelled, thus preventing the lassitude that always accompanies a close, heavy atmosphere.

The high school buildings, elsewhere described, are worthy of special mention. The Dickinson High, located in the old Hudson City section, at Newark and Palisade avenues, and standing on the brow of the hill in close proximity to the exit of the Hudson and Manhattan tube trains from underground, attracts the attention and inquiry of incoming travelers because of its elevated position and its substantial and attractive appearance. The Lincoln High School building, at Crescent and Harrison avenues, in close proximity to the educational administration building—which is well worthy of mention—is likewise noteworthy, being built on the latest and most approved plan of school construction, and fully equipped with all modern appliances that tend to minimize the difficulties ordinarily met with in the acquisition of a thorough education.

There are likewise three intermediate or junior high school buildings in course of construction, each designed with due regard for sanitation as well as convenience, and scattered throughout the city at convenient distances. There are thirty-six other school buildings in keeping, and several designed to be completed in the near future.

The police and fire buildings are likewise under the ownership and control of the city authorities.

Libraries—In 1873 the Board of Education was authorized to establish a free library, and an annual appropriation of \$1,000 was made to be used for its equipment and support. The clerk of the board was appointed librarian, in connection with his other duties, but after a time the interest in the library died out and the appropriation for library purposes was thereafter omitted from the educational budget.

In the spring of 1884 a general law was passed by the Legislature empowering the establishment of free libraries, provided the provisions of the act was accepted by a majority of the votes cast at the election. The next year the matter was submitted to a vote of the people, but through indifference the act received less than a majority vote, and consequently the effort failed. In 1889, under a similar act, the people were again called upon to express their wish, and the result showed the effect of judicious propaganda, for the act was favored by an overwhelming majority—the result being about 15,000 votes in favor, and only 345 votes against. From our present standpoint it can scarcely be realized that in its inception the establishment of a free public library encountered vigorous opposition, and its existence became possible only through the splendid persistence and untiring efforts of Dr. Leonard J. Gordon, who labored unceasingly both in season and out, commending its great value to the public at large.

The first board of trustees met for organization in the old City Hall on Newark avenue. Their names were: Orestes Cleveland, the then mayor; Addison B. Poland, city superintendent of schools at the time; Dr. Leonard J. Gordon, Michael Murray, William C. Heppenheimer, Nelson J. H. Edge, and Charles S. Haskell. Dr. Gordon was made president, Mr. Heppenheimer treasurer, and Mr. Edge secretary.

But the troubles of the trustees were not ended by the adoption of the act, for they found a determined opposition on the part of the then board of trustees, and disinclination to comply with the terms of the act. Instead of

transferring to the trustees of the Free Public Library the sum of \$25,000 as directed, it was willing to set over only \$10,000 for their use. This action by the board of finance was resented by the library trustees and led to litigation, for the trustees were determined to secure their just rights, refusing the lesser sum and demanding the greater. The controversy continued for three years, finally the courts decided in favor of the library trustees, the board of finance succumbed to the inevitable and paid over the whole amount, thus forming the nucleus for a building fund for which the accumulation was used.

In 1891 the library was opened in the basement of the Provident Institution for Savings, which had been secured for the purpose, with borrowed furniture and crude accommodations, awaiting the completion of the regular outfit. The first books for the library came from the defunct public school library, and consisted of about 4,500 volumes, which were increased to over 15,000 books before the opening day on July 6, 1891.

For seven years this unsuitable home was occupied by the library, but in 1898 it was determined to make an effort for the erection of a suitable and permanent building. The present site on the east side of Jersey avenue, extending from Montgomery street to Mercer, was acquired by the trustees at a cost of \$47,250. Plans were agreed upon; the contract for the building awarded May 24, 1899, and the present substantial and well-equipped building was completed and opened to the public in 1901. The total cost of the building and furniture was about \$245,000.

Through the able management of the librarian, Miss Esther E. Burdick, and her capable assistant, Mr. Edmund W. Miller (who succeeded Miss Burdick on her death, and has continued its efficient management), the library speedily became popular and its patronage increased rapidly. During the past year much over one million books were used by readers, nearly one-half of which were of serious and informatory matter.

It has become one of the most valuable institutions connected with the Jersey City government—the Free Public Library—by which is meant not only the main building, but its branches already, or to be, established in different parts of the city for the convenience of the inhabitants. It has become in reality a supplement to the public school system and in its methods it has due regard for the needs of the pupils of the public schools. It has a children's department of over 30,000 books for home reading, in addition to special reading and reference rooms especially equipped for them—a system that is continued in the four branch libraries, and especially in those libraries maintained in the Dickinson and Lincoln high schools, and likewise in several other schools where collections are located.

For the added convenience of its patrons the library maintains thirteen delivery stations, to which daily deliveries are made; two deposit stations, each containing about 600 books for home reading; and also collections at fire houses and various community centers. In addition to its circulating department, distributing over 400,000 books yearly, there is an extensive reference department, containing authentic works on a great variety of subjects. The New Jersey collection, embracing information in reference to New Jersey items, is specially full of historical and statistical information. The law library contains over 6,000 volumes. A large medical library has over 2,500 volumes, and complete files of medical periodicals. There is also a large collection of the best and most recent works on technical and scientific subjects, and a special collection of books relating to business and business methods. In short, it is an institution specially devoted to supply the intellectual needs



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of the people, with a corps of courteous attendants ready at all times to aid the seeker after knowledge.

The branch library buildings are located so as to furnish service conveniently to all parts of the city. The Hudson county branch is located at Nos. 14 and 16 Zabriskie street, and contains a well assorted collection of reading and reference books, and for the residents in the immediate neighborhood a large collection of works in the German language. The cost of the building was \$50,000. The Bergen branch, which has been for some years maintained in rented quarters on Jackson avenue, was during the latter part of 1922 transferred to its new building, corner of Bergen and Clinton avenues. This building would in most localities be considered amply sufficient for a main library of no mean proportions. It is equipped with every possible need for library purposes, and was erected under the personal supervision of Mr. Alvoni Allen, one of the trustees. Its cost was \$200,000.

Two more buildings have been decided upon by the trustees—one for the accommodation of the residents of the Pavonia section of the city, and the other for Greenville. In each of these sections there have been maintained for several years past, branch stations in rented buildings, but the patronage has increased to such an extent that it is not possible to give proper accommodations without suitably furnished buildings.

The importance of this library work to the people of Jersey City cannot be over estimated. Great care is exercised in the selection of books for the different departments, and the collection in its variety and comprehensiveness will compare favorably with the public libraries of much larger cities. The total investment at this date in library facilities is \$565,000.

To show the appreciation of the general public of the facilities offered by the public library for general reading matter, nearly 1,500,000 books were withdrawn and returned during the year 1922. The extension of its facilities through the branch libraries established in different parts of the city is being fully carried out. The building for the occupation of the Bergen branch at Bergen and Clinton avenues is now completed and in active operation.

Parks and Playgrounds—Jersey City is rich in breathing places for its inhabitants. In all sections of the city are found parks and athletic fields, sometimes combined, and again separate and distinct. As one of the most noted, Pershing Field is not only equipped for games of every kind, but also embellished with trees and shrubs, and furnished with a sunken garden where flowers bloom in their respective seasons, and its extensive patronage by the people is evidence of its popularity. Where but a short time since was seen the partial enclosure of the old reservoir grounds, the remains of a former extravagance, unsightly with its profusion of rocks, weeds and thistles, an eyesore to passersby, now appears a symmetrical, well apportioned athletic field with baseball diamonds, tennis courts and football fields enclosed by a circular cinder track measuring one-third of a mile, thus furnishing a large tract, which by flooding in winter, furnishes a magnificent and safe skating surface for both youth and "grown ups," who are devotees of that sport.

For the comfort of all, a Community House equipped with every convenience—lockers, shower baths, dressing and rest rooms; and in winter the whole building is heated and made comfortable for those who participate in winter sports. The younger children are not overlooked, for there is a play-field especially prepared for them, with swings, basket ball courts, slides, and sand pit, where they may indulge in their natural propensity to their heart's

content, likewise a wading pool for their enjoyment during the heated season. For the spectators at the various games and tournaments, a stand capable of seating several thousand comfortably has been erected. During the year 1922 over one million persons visited Pershing Field to witness the athletic sports engaged in there, many from other cities. The opening of the field champion games was held there, and the equipment and arrangement of the field received very general and hearty commendation. As an evidence of the general adaptability of this athletic field, the champions of the tennis world have set their seal of approbation upon the tennis courts by appearing in regular and exhibition games.

There is, perhaps, no other city where the playground system has been so largely developed as in Jersey City—in fact, the welfare of the rising generation is kept constantly in mind and many of the activities carried on in these playgrounds are not only healthful but instructive and educational. Again, they contribute to the preservation of youthful life, for by actual statistics it is shown that since the general establishment of these playgrounds throughout the city, fewer accidents to children from playing in the streets have occurred. Trained instructors are employed for each playground, and the children are taught all kinds of healthful games and, mingled with their sports, simple industrial habits are favored by teaching the most judicious use of their hands. At appropriate times the children are taken to, and told of, nearby points of interest.

Another innovation along athletic lines is the establishment of a baseball field devoted exclusively to the use of the high school boys, who had long been embarrassed by the want of just such an accommodation. As is well known, there is a considerable expense attached to the full equipment of a baseball club, as well as to the right construction of a proper diamond. Without a proper enclosure it was not possible to collect an admission fee to meet such expenses. The city recognizing this fact, has prepared an enclosure in a convenient spot easily accessible, to be used exclusively for high school games. A large portion of Montgomery Park has been set aside likewise for athletic games for the general public.

In addition to these numerous city parks spread throughout the city, is the West Side Park, a county institution, accessible to all, and where many of the larger gatherings and tournaments are held, a full description of which is given elsewhere in the proper place of county enterprises.

The adaptability of Pershing Field for athletic sports, is shown by its selection for the "Military Meet" in June. Major Rose, of the United States army, thus expressed his commendation: "No man or set of men, seeking an up-to-date athletic field, could ask or demand more than what you have offered us, and I want to say that this field should be used and in demand by associations in all parts of the eastern country."

CHAPTER XIV.

THE MEDICAL PROFESSION.

The earliest physician located in the territory of present Jersey City was Dr. Theodore F. Hornblower. He was born at Belleville, New Jersey, and was the son of the Josiah H. Hornblower who came over from England as engineer to superintend the development of the newly discovered copper mines at Belleville for Colonel Schuyler in 1753, and settled there. Dr. Theodore F.

Hornblower studied medicine and surgery with Dr. Thomas Steele, who was a surgeon in the British army during the Revolutionary War and was located at Belleville. Dr. Hornblower came to Bergen in 1789, and was the first physician to settle there. He built the Hornblower house, still standing and adjoining the New Jersey Trust Company's building on the west side of Bergen avenue, between Newkirk and Sip avenues, still bearing the date of its erection (1805) in the old wrought iron figures. Dr. Hornblower's clientage was spread over a large extent of territory and like the Methodist circuit rider he wandered far afield. In 1812 he was assigned to military service in the United States army and stationed at the Bergen Arsenal, then built by the United States government on the west side of Palisade avenue, opposite to the industrial department of the present Dickinson High School. At the close of the war he continued his practice at Bergen, residing in the old homestead until his death occurred in 1848.

Dr. John M. Cornelison was the son of Dominie Cornelison, of the old Bergen church. He was born in 1802, attended and received his temporary education at the Columbian Academy, entered Union College, and was graduated in 1822. He studied medicine with Dr. Valentine Mott, of New York City, and received his medical degree in 1825. He opened an office at Bergen, and with Dr. Hornblower covered the whole territory of Bergen and surroundings. He resided at Bergen, on the south side of Academy street, just east from the Square, until 1840, when he removed to lower Jersey City, but returned again to Bergen, erecting his residence on the easterly slope of the hill south of Montgomery street, near Baldwin avenue and Clifton place. In 1869 he was elected mayor of the city of Bergen.

Dr. Thomas Brown Gautier was another of the native-born who took up the study of medicine. He was to "the manor born," his birthplace being in the Greenville section of Jersey City, in 1797. He was graduated from Columbia College in 1823, received his degree of M. D., and began practice in Bergen. He removed to old Jersey City in 1835, continuing and extending his practice until his death in 1845. His son, Dr. Josiah H. Gautier, also became a practitioner, but was more attracted by the allurements of mercantile life, and relinquishing his profession became connected with the Joseph Dixon Crucible Company, afterward forming the Josiah Gautier Crucible Company, both of which organizations have had a continued existence to the present time and are among the important industries of the present age.

Doctors Hornblower and Gautier were followed by Dr. A. L. Cadmus, a perfect type of the old country practitioner, for he not only ministered to the physical needs of his constituents, but alleviated their minor troubles through his sympathy and advice. He practiced dentistry as well as medicine, and wielded the old-fashioned "turnkey" with vigor and success. Dr. Cadmus occupied the old Hornblower homestead, and its atmosphere seemed to have been impregnated with the skill of his predecessor, for in many cases he effected most marvellous cures. The boluses he prescribed were most potent in their effect.

Jersey City is fortunate in the possession of a corps of reliable and efficient medical and surgical practitioners. Former jealousies have disappeared, and a community of interest for the betterment of the profession has resulted. The formation of medical associations for the discussion of themes connected with the profession has produced an advanced state of efficiency and yielded mutual benefits.

Hospitals—As the population of Jersey City increased in number and manufactories were multiplying, it was found necessary to institute a movement for securing a hospital for the better accommodation of patients than was offered by the City Hospital. In 1861 an act authorizing the establishment of the Hudson County Hospital was passed by the Legislature. It constituted a board of regents, consisting of ten members, who were empowered to purchase and hold real estate and to transact any necessary business for carrying on the corporation. The incorporators were: Abraham O. Zabriskie, Edwin A. Stevens, of Hoboken; J. Dickinson Miller, Ephraim Marsh, Garret D. Van Reipen, Matthew Armstrong, William R. Janeway, Abraham Becker, Cornelius Van Vorst and Josiah H. Gautier were constituted regents. They were divided into five classes or sections, the termination of their respective terms being so determined as to make a continuous body, two members to be elected each year; the medical and surgical staff to be composed respectively of four physicians and four surgeons.

In the consideration of a suitable location for the hospital, the old Arsenal, then standing on the west side of Palisade avenue, opposite the site of the Industrial Department of the Dickinson High School, was advocated, but the United States government, then the owner, refused to sell. Finally the Tonelle estate, located on the west side of Summit avenue, extending from present Pavonia avenue southerly to beyond Magnolia avenue, was deemed suitable for the purpose and purchased. The plot covered an area equalling thirty-two city lots, with fruit trees and extensive garden plot. A commodious stone building (still standing near the east side of the Boulevard, corner of Magnolia avenue) stood on the property and with slight alterations was made suitable for immediate occupancy. This property was purchased for the sum of \$60,000. After a few years it was found the undertaking could not be carried on under the present plan. Finances were becoming difficult and the propriety of disposing of the property was considered.

In 1872, Dr. Abercrombie, rector of St. Matthew's at the time, called a meeting of the Episcopal clergy to consider the founding of a church hospital. The first meeting was held in Grace Church, February, 1873, and the name of the "Hudson County Church Hospital and Home" was first adopted for the organization. Rev. Dr. Abercrombie was made president, and Rev. John F. Butterworth secretary. It was determined that the hospital should be located in Jersey City, and that meetings should be held in May and June. A subscription list was started and a committee appointed to confer with the regents of the Hudson County Hospital on Magnolia avenue. During the negotiations it was suggested that as the Episcopal churches were desirous of carrying out the intent of the originators of the Hudson County Hospital, that the property be transferred to them for such purpose upon condition that all liabilities be assumed by the Episcopal churches. This was declined, but the property was leased for one year at \$1,000.

All the Episcopal churches became interested in the project, and a Ladies' Guild of the Hudson County Church Hospital was formed and recommended that the hospital be placed under the charge of "Sisters," which suggestion was discouraged. Possession of the Hudson County Hospital property was continued until 1889, when the mortgage was foreclosed and the property sold.

May 21, 1874, Richard M. Abercrombie, Spencer M. Rice, Fernando C. Putnam, Henry M. Harkman, Nelson S. Rulison, John F. Butterworth, George Zabriskie Gray, Reuben H. Howes, John Edgar Johnson, Dietlieb Lienau,

John M. Walsh, Isaac W. Scudder, James Fleming, Blakely Wilson, John M. Cornelison, Charles J. Appleby, George W. Edge, Solon Humphreys, Henry Meigs, William W. Shippen, Frederick B. Ogden, and successors, were "constituted and appointed a body corporate and politic in fact and in name, by the name and title of "The Hudson County Church Hospital and Home." It thus can be seen that, although the hospital was to be located in Jersey City, the evident intention was to interest the people of the whole county and make the institution not only in name but in fact a county organization.

In 1876, some of the women interested in the work of the hospital, suggested establishing a ward exclusively for children, and thus the "Daisy Ward" was brought into life. It is related that the Rev. Dr. Putnam, at the time rector of St. Paul's Episcopal Church, located in the Bergen section, who was deeply interested in the hospital work, on entering the premises found a dime, which he handed over to the treasurer with the remark, "Let this be the beginning of the endowment fund for the Daisy Ward."

In 1880 the name of Christ Hospital was substituted for the original name of Hudson County Church Hospital and Home, and by that name it has since and still is recognized. In 1888 the old pencil factory property on the east side of Palisade avenue in the Hudson City section (the present location) was purchased, and the new building was dedicated in the fall of 1889, and ever since the scope of the hospital work has been expanding and its working equipment is of the best. Its physicians, surgeons and nurses have in care and treatment followed the highest and most effective standards known. Probably the continued existence of Christ Hospital is due in a great measure to the loyal and enthusiastic support of the women through their guild organizations. The Ladies' Guild continued its activities under its original name for some years, but in 1885 it was incorporated under the title of the Abercrombie Guild, in honor of Rev. Dr. Abercrombie, whose death occurred in December, 1884. The Misses Cornelia and Mary Barry were energetic members of the guild, and did much to infuse their enthusiasm into the organization. St. Mary's Guild, organized in 1889, has been continuous in its efforts in aid of the hospital, and has often relieved its financial necessities through generous donations of monies they had accumulated through "hard work." In fact, it is scarcely possible to conceive of the present prosperous condition of the hospital without the assistance of these guilds.

There are likewise other associations whose energies are directed in support of this work. Although under the direct care of the Episcopal churches, the hospital is not in the least denominational in its admission of patients, as will be seen from the report of its activities for the year 1922, which shows that 1,064 Protestants, 1,004 Catholics and 210 Jews received the benefit of the treatment there administered.

St. Francis Hospital was founded in 1864. It was the first private institution of the kind located in Hudson county. Its existence was due to the efforts of Father Senez, who saw the necessity of making some provision for the care of the sick or disabled other than in the public institutions. He was one of that quartet of Catholic clergy (Kelly, Senez, Corrigan and Hennessy) who did so much to preserve and advance the morale of Jersey City during those troublous times throughout and succeeding the Civil War. Father Senez was familiar with the work of the Sisters of the Poor of St. Francis in his native France, and in April, 1864, four of the sisters of that order came over at his request, and this was the introduction of the Sisters of St. Francis to Jersey

City. A small frame building located on the corner of Cole and Fourth' streets was secured, and the hospital work was begun. Although established in a very modest way, its services were at once in demand, for the Civil War brought want and privation to many homes. The activities of St. Francis were not confined to mere hospital work, but care for the orphans of the families who were deprived of their heads through the war's demands became a part of its public service. With the means at its disposal, the scope of its activities were limited, caring mostly for the sick, visiting the homes of the helpless poor, etc.

The first four years of its existence was a continuous struggle. The rent of the buildings was oftentimes paid by some friends, but in 1868, as the demands upon the hospital increased, larger quarters were needed to carry on the work, and Father Senez gave up to the charity his own residence near the corner of Erie and Second streets. The work still increased, and the number of patients treated within its walls rose from forty-nine in 1868 to seventy-three in 1870. The continually increasing demand for hospital treatment led to the acquisition of part of the present site on the east side of Hamilton square, in 1869. Through the generosity of two friends, the hospital was enabled to purchase a three-story building at a cost of \$32,000, and the next year, by the addition of a new wing costing \$25,000, the capacity of the hospital was doubled. In 1871 the number of patients treated had increased to three hundred fifty-five. At this time the physicians of the city, recognizing the importance of St. Francis to Jersey City, organized the first medical staff, divided into two sections, medical and surgical, of four each. The increasing expansion of the work of the hospital continued, and the congestion of the wards demanded an entirely new building with larger accommodations, and October 4, 1890, a further enlargement was made and the present commodious building with its extensive modern equipment was determined upon.

The increase of industrial establishments in the Greenville section, together with railroad extensions, suggested the need of convenient hospital privileges, and a number of German residents of that locality, interesting others, instituted the German Hospital Association. Land was secured and a suitable building erected and equipped. During the World War the name was changed to the Greenville Hospital, as it is now known, and is recognized as an efficient agency for medical or surgical relief.

The Hudson County Tuberculosis League was organized in January, 1919. The object of the league is to stimulate interest in all matters of public health, especially in the control and prevention of tuberculosis, and to carry on a campaign of education in the county along health lines, also to further the objects of the league through legislative enactment when possible. The funds necessary for the work are obtained through the annual sale of Christmas seals. For six years before the organization of the league, the seals were sold by the members of the several women's clubs in the county. Through their efforts the first tuberculosis clinic was established, and an open air class room opened and equipped in one of the public schools. The league is regularly incorporated, and is under the management and control of a board of trustees, with the usual officers. It maintains a fixed headquarters, employs a trained field worker, and is carrying on nutrition classes in many schools in the county. It coöperates with and supplements the work of the clinics and other organizations in the work for the families of those who are suffering from tuberculosis. The sale of Christmas stamps for 1922 amounted to \$21,802.97.

Perhaps the greatest agency for the preservation of health in Jersey City is the Jersey City Hospital, for through its activities every phase and condition of life is reached. It may justly be called the health community center of the city, for not only are the sick and injured cared for, but through the different agencies under its control and direction the observance of the laws of health and sanitation are strictly enforced and preventive information in reference thereto freely circulated. The growth and increased scope of hospital work, or work under hospital supervision, has kept pace with the development of the city.

In 1867 power was given to the Common Council of the city "to maintain, regulate and control a hospital within the limits of the city," and the same year that body was authorized to make contracts with the Board of Chosen Freeholders of the County of Hudson for the care and maintenance of insane persons. In 1868 an ordinance was adopted by the Board of Aldermen creating the Jersey City Charity Hospital, and designating the building then known as the Alms House to be used for this purpose, and early in 1869 patients were then received. When the annexation of the cities of Bergen and Hudson to Jersey City was effected, the care and control of the hospital was transferred to the police commissioners, who with the then city physicians formed the Board of Health. In 1881 new accommodations were demanded, and the property corner of Montgomery street and Baldwin avenue (the present location) embracing the Mead, Rudderow and Cornelison estates were purchased, and the residences thereon converted for hospital purposes. It was soon noticed that with the rapid increase of population and manufacturing interests that still greater accommodations must be provided, and in 1904 a board of trustees was created by legislative enactment who were authorized to build a new city hospital, and the management of the hospital placed under the control of the Board of Health. A larger building was constructed and suitably equipped. Since then the hospital building has been greatly enlarged and fitted with the latest known appliances for thorough hospital work. The prominent position of the building on one of the principal thoroughfares of the city, its attractive architectural design and appropriate surroundings, form one of the beauty spots of the city, and the complete organization of its health activities has placed it far in the forefront of hospital efficiency. The Health Department of the city has been so systematized and coördinated that all health conditions are under its control. A competent medical director has close supervision of all its activities and a department for preventive as well as curative work has been formed. A training school for nurses has been established, and a nurses' home, equipped with modern conveniences installed, and likewise an X-ray and radium station under charge of experienced men, formed.

The Board of Health keeps close supervision of health conditions, and every effort is being made through the Jersey City Hospital and its agencies to make the sanitary condition of the city as nearly perfect as possible.

Among the more important of the city's activities and under its immediate direction and control, may be mentioned what should be properly called the Municipal Welfare Work—caring for and conserving the public health. With the splendidly equipped City Hospital as a common center, and a medical director governing and directing sanitary and health activities, the city is remarkably free from general sickness or disease and presents a health record that can be equalled by few. The Board of Health maintains a close inspection of food supplies and exercises a close supervision over all health activities,

not only in general, but also through a medical school inspection and home visitation. In the schools there is continually carried on a special eye and teeth examination, and, where possible, defects are remedied.

The Child Welfare Department that has been in operation for several years has shown its value through the actual results that have been obtained. Clinics are held in different parts of the city, where parental instruction concerning the care of infants, preparation of proper food, correction of existing evils under what is called "A Mother's Institute," are freely given. All the expense attending this extensive course of treatment is borne by the city at large. Its child welfare work is specially worthy of notice. A public bath house was constructed in which an infant's welfare station was established under charge of Dr. W. N. O'Gorman, and his work in this direction is deserving of the highest praise. His great success in the improvement of infantile conditions resulted in establishing other similar stations for the accommodation of residents in different parts of the city.

As illustrative of some of the hospital activities during the year 1922, there were over nine thousand patients treated in the hospital during that year; nearly forty thousand patients treated in the clinics; over ten thousand X-ray films and plates taken; and over seven thousand ambulance calls answered, in addition to hundreds of other duties performed during that time.

CHAPTER XV.

BENEVOLENT INSTITUTIONS.

The Hebrew Orphans' Home is located in the Greenville Section of Jersey City. It has a supporting membership of 1,748, of whom 840 are of Jersey City. There are separate cottages for boys and girls, and a recreational building. A woman's auxiliary assists in accumulating a fund for an additional building, which is sorely needed. The Hebrew Home for the Aged is located in Grove street, old Jersey City, with a supporting membership of 680. The Council of Jewish Women has a membership of 165. It includes among its activities relief work, Americanization work, juvenile delinquency problems, tuberculosis clinics, social functions and lectures. The Council of Jewish Women, Juniors, has a membership of 102. Their activities include visiting the homes of women immigrants and directing them to membership in "English to Foreigners" classes. There are several other benevolent and charitable organizations, each in its own field doing its work for the relief of the needy and suffering.

Through the casualties of the Civil War, several children were left without their natural protectors, and it was seen that some steps should be taken to provide for their care. Several gentlemen met at the house of Dr. Dashiell, pastor of the York Street Methodist Church, to consider the matter. Those present were: Rev. Dr. Dashiell, James Gopsill, Edward F. C. Young, Alexander H. Wallis, A. S. Hatch, John W. Schanck and Thomas W. Kingsbury. A. H. Wallis was made chairman, and E. F. C. Young secretary. As a result of this meeting, the Children's Friend Society of Jersey City, more familiarly known as "The Children's Home," was incorporated in March, 1864, under the following named trustees: John Armstrong, Edward F. C. Young, Charles E. Gregory, Alexander H. Wallis, Michael Lienau, Elias B. Bishop, Jr., Benjamin C. Clarke, James Gopsill, John Olendorf, John A. Kingsbury, John W. Schanck,

Theodore F. Randolph, Jacob R. Schuyler, Abraham Hooley, Jr., John H. Carnes, James A. Williamson, Alfred S. Hatch, John Owen Rouse, Joseph Colgate, Edgar B. Wakeman, Hampton A. Coursen, and successors.

One of the requirements of admission to the home is the complete surrender of the child by its parent or guardian to its care and protection until a proper home is secured for the child, or until a self-supporting age is reached, to which end the education and training of the inmates are directed. The home was first established in a building on the southeast corner of Erie street and Pavonia avenue. The increasing number of inmates, as well as the need of more open surroundings, suggested a removal to the Heights, and in 1873 this property was sold and the present location on Glenwood avenue west of the boulevard was purchased, and in April, 1874, the home was opened with fifty-three children, under the care of Mrs. Mary A. Lockwood, with Miss Louise Carnes as school teacher for the little ones. Special care is exercised as the children go out from the home, that their environment and surroundings are not degrading. The home is almost entirely supported by voluntary contributions and endowments.

The Whittier House was originated by Miss Cornelia Bradford. It was founded upon a general neighborhood plan, and was the first of the kind in the State. It recognizes a human brotherhood, and enfolds within its influence all classes and creeds. Its object is the betterment and elevation of the community, and inculcates a self-dependence as well as a helpfulness to others. It is the center for moral, civic, religious and educational reforms, and opportunities are furnished for the instruction and enjoyment of both old and young of both sexes. Clubs are formed with activities in accordance with the natural bent of their several members. Every one who accepts any of the benefits or privileges offered by the settlement, contributes something toward its support, and hence it is not considered as an ordinary charity.

In 1884 a number of women determined to establish an institution where children without proper home care might be provided for until such time as there might be improvement in their immediate surroundings. A small dwelling at No. 165 Cole street was secured and occupied, but as the need of larger quarters was felt, a larger dwelling on Ninth street was leased. The home remained at this location until 1888, when opportunity offered for the purchase of the private residence, No. 266 Grove street, on favorable terms. As the number of inmates increased, the building was enlarged and improved. In 1897 facilities were secured for obtaining a cottage at the seashore for the little ones, and during the summer heat they have the benefit of fresh sea air. In 1914 the property on Summit avenue now occupied by the home was purchased and the building completed the next year. The home is supported by a host of contributors, and is managed by a board of directors composed almost exclusively of women.

In 1911, Rev. A. M. H. Schaeken, then pastor of St. Paul's Church, in the Greenville section of Jersey City, conceived the idea of establishing a Home for the Aged in the vicinity of his parish. He mentioned his desire to Mrs. Emma Lembeck, who at once became interested and offered to dispose of what was known as the Lembeck Mansion for a very reasonable price for the use of such an organization. Father Schaeken then turned his efforts toward securing a sisterhood to manage and care for the home. He finally induced five Sisters of Charity of Providence from Montreal, Canada, to undertake the care of such an institution. They arrived here August 1, 1911, and were cordially

welcomed by Mrs. Lembeck, who turned over to them the furniture and fixtures remaining in her old home. The building was at once made suitable for the purpose, and opened for the reception of "old men and women without regard to race," and the next year (1912) thirty-one persons were admitted into the home. The location is well adapted for the purpose of a home. The property, situated on the corner of Old Bergen road and Lembeck avenue, is well shaded and with attractive surroundings, so that the inmates may enjoy all the privileges of a private park, and they may be seen during the summer months lounging about in evident enjoyment. Through the perseverance of the Sisters a larger and better equipped building has been provided, thus making a most comfortable home for about one hundred and seventy-five old men and women in which to pass their declining days.

In 1867 a little group of women gathered in a social way, recognizing the great need of an institution where the aged might enjoy the full care and comforts of a home, without the appearance of mendicancy, determined to make the effort to secure sufficient support to justify the establishment of such an institution. As a beginning of a fund for that purpose, each contributed one dollar. An organization was effected, and February 13, 1868, the Home for Aged Women was incorporated, with following named persons as trustees: Anna A. Miller, Irene Wilbur, Catherine J. Sausade, Mary L. Williamson, Harriet W. Ames, Aurinthea Doremus, Mary F. Hoagland, Maria B. Mason, Cordelia McIlroy, Sarah J. Morrow, Anna L. Olendorf, Sophia A. Van Vorst, Eliza A. Van Deventer, Abby A. Weaver, Edna C. Woolsey, Emily H. Van Vorst, and successors.

A private dwelling on Wayne street, near Grove, was rented, and the home opened with about twenty inmates. Meanwhile efforts were continued to secure funds for its support through various means, and their efforts were rewarded, for at the seventh anniversary of the founding of the home it was reported that sufficient money had been received for the support of the home to that time, and likewise that the sum of \$10,000 had been accumulated toward a building fund, but that in order to ensure the erection or purchase of a suitable building, \$30,000 additional was needed. In 1884 the home received from Miss Nancy Moore a gift of the property located on the southwest corner of Bergen and Fairview avenues (still owned and occupied by it) on which was a frame dwelling. This was remodeled and enlarged and made suitable for the reception of the inmates of the home. On its completion the same year, they were transferred to the new home, and the Wayne street building was abandoned. In 1900 the trustees received a legacy of \$54,000, which was devoted to the erection of a new addition and enlargement and renovation of the old building. In 1913 this work was all completed, and the whole building occupied, with accommodations for about forty inmates. The aim of the trustees has always been to create and preserve a true home atmosphere, in which they have so well succeeded that the capacity of the home is always taxed to the utmost.

One of the most important as well as far-reaching institutions for the betterment of the city is the Community of the Sisters of St. Joseph. Under the supervision of this organization are St. Joseph's Home for Children, established 1886; St. Mary's Residence for Working Girls, established in 1905; and St. Joseph's Home for the Blind, established in 1891. These institutions are each in their own line accomplishing much good in the care of the young and helpless, and also in affording for the working girls a homelike residence,

where they may enjoy all the comforts and protection of a real home. At St. Joseph's Home for the Blind these unfortunates are taught self-support through knitting and weaving, the sale of their productions yielding quite a substantial revenue for the maintenance of the home.

The Queen's Daughters' Association was instituted through the efforts of Miss Margaret Wheelihan. Realizing the difficulty experienced by some working women to have their young children properly cared for during their absence, she interested a number of women, and in 1910 the association was regularly organized, its purpose being the care of little children while the mother was at work, furnishing help by the day for those wishing household assistance, and feeding and clothing the deserving poor. In 1912 a small house on Baldwin avenue was rented at twenty-five dollars per month, and notice of the opening of the house circulated. At once the daily applications for working women for the care and protection of their babies testified how much this kind of assistance was needed. The rules in regard to admittance are stringent, and necessarily so, in order that no contagion should be spread. A doctor's certificate must be presented with each child, who must be cleanly dressed and in good health before the applicant is taken in. A visiting physician is constantly at call. In 1913 the association was regularly incorporated with twenty-two charter members, and Miss Wheelihan made president. Through the generosity of friends the purchase of the colonial house located at No. 510 Summit avenue was made possible, which was occupied and became the home of the association until larger accommodation was needed, when this property was advantageously sold and the proceeds invested in a more modern and substantial brick building at No. 61 Wayne street, where the work is successfully carried on.

Other associations are carrying on their work, each in its own beneficial way—the Salvation Army, with its special activities and its emergency home; the Y. W. C. A., with its active organization; the Y. M. C. A., preparing for special activity through the advantages offered by the commodious building now being erected—all engaged in efforts for the betterment of the city.

CHAPTER XVI.

ECCLESIASTICAL.

Jersey City may, with justice, be called "The City of Churches," for scattered throughout its territory are about one hundred fifty buildings devoted to religious services, many of them accommodating large congregations, and of attractive design. They afford means of worship for practically every existing denomination.

The Old Bergen Church—We can scarcely realize in the present age that for one hundred fifty years the Old Bergen Church was the only edifice affording opportunity for religious worship in the territory now known as Hudson county and beyond; for in addition to those residing within those limits, many of the residents of present Bergen county were regular attendants at this venerable place of worship. In 1792 a church organization, composed mostly of the members of the old church residing there, was effected at English Neighborhood, but under the pastorate of the Rev. John M. Cornelison, who likewise officiated at the Old Bergen Church, and the joint pastorate continued

until 1806, when the connection was dissolved, and the congregations became entirely separate and independent of each other. The "Old Bergen Church" may fitly be termed "the Mother Church of Jersey City," for out from her doors went many who were instrumental in the establishment of churches of other denominations. True, they had been previously affiliated with them, and cast in their lot with the Old Church for want of opportunity to do otherwise, but while members thereof, they were regular attendants as well as its true and earnest supporters, but when the opportunity offered they felt it their duty to aid the denomination of the faith to which they had given their allegiance. On one occasion there were dismissed from the congregation of the Old Church thirty-one members to form a nucleus for the First Presbyterian Church organization, at present located on Emory street, this city. In 1839 the people of New Durham who were connected with the church at English Neighborhood felt the need of a separate church, and completed their organization in 1843 as a Reformed Dutch Church, thus affording accommodation for the people located in the northern portion of Old Bergen township, and at the same time relieving the "Old Bergen Church."

This venerable organization is the oldest in the State, and has existed as a religious force in the community since the first settlement of Bergen (now Jersey City Heights) in 1660. Over two hundred sixty years of existence suggests a history full of interest, as we would trace from its beginning a career of usefulness, ministering to the wants of the varied communities through all the passing years and all the changing conditions, from the gathering in the little log school house in those early days, clinging to the Faith of the Fathers earnestly and devotedly, as shown by the report of Rev. Henry Selyn to the Classis at Amsterdam, Holland, dated October 28, 1682: "At the request of the people of Bergen I have consented to preach there three times in a year on Mondays, both mornings and evenings. * * * I found there a new church and at the celebration of the Lord's Supper, 134 members." (The church to which allusion is here made is the old Octagonal church erected in 1680 on the plot then owned by the church, southwest corner of present Bergen avenue and Vroom street). Dr. Selyn's ministry continued until 1699, a period of seventeen years, when he was succeeded by Rev. Gualtherus DuBois, who continued his ministrations until his death in 1751.

These men, however, simply administered the sacraments three times a year, and then could officiate only on Mondays, as on the Sabbath their own congregations in the city required their attendance there. During the interval the voorlesers or clerks rendered the services, reading from the Psalms and from the Books of Sermons furnished by the Home Classis of Amsterdam. Their varied duties have been heretofore described. The people, however, wanted their own minister, or "dominie," as he was called, and were insistent in their request for a stated pastor. Finally, in 1753, their efforts were crowned with success, and their determination to secure a preacher well grounded in the Faith, is shown by the condition imposed upon the candidate for the ministry.

As related by the Rev. Dr. B. C. Taylor, "Mr. William Jackson, a young man full of promise, was then prosecuting his studies under the direction of Rev. John Frelinghuysen, at Raritan, New Jersey. He was of good report, and the two churches united in an attempt to engage a pastor. On the 22nd day of June, 1753, they executed a call on him moderated by Mr. Frelinghuysen."

He was required to go to Holland and prosecute his studies, submitting there to an examination as to his fitness, and if with a favorable result, to be there ordained to the ministry by the Classis of Amsterdam. Meanwhile he was to receive one hundred pounds for his support while prosecuting his studies. His return seemed long delayed to the waiting congregation, for it was not until September 10, 1757, that he was installed in the church at Bergen.

The people, however, while awaiting his return, had not been inactive, for on arrival he found a parsonage prepared for his occupancy, and having this encouragement, he married the daughter of his old instructor and began his career as the first stated pastor of the Old Bergen Church. Rev. Mr. Jackson was a man of superior attainments, but after a service of almost thirty years he showed signs of mental weakness. He was made pastor emeritus and given the use of the parsonage for life. Rev. John Cornelison followed him as pastor in 1792, and as it was necessary to furnish him with a suitable parsonage, the homestead of Cornelius Sip, then standing on the northwest corner of Bergen avenue and Bergen Square, was purchased by the church for a parsonage. Until the advent of Rev. Dr. Cornelison, the services in the Bergen church were rendered in the Dutch language, and the church register was continued in the same until 1809. The church singing in Dutch was discontinued at the same time. Preaching in the Dutch language was continued on Sunday afternoons for some time later.

Dr. Cornelison officiated for a period of thirty-six years, and on his death, Rev. Benjamin C. Taylor was called, and during his incumbency he ministered to the families of his congregation, who were scattered from Bergen Point to Bergen Woods, and also to those who continued their connection with the church, living at Hoboken, Harsimus and Communipaw. He was made pastor emeritus in 1871, having served actively fifty-three years. He died in 1881. During the pastorate of Dr. Taylor, the present church edifice was erected (in 1841). It was built partly on the site of the old parsonage (now covered by the porch of the present building) erected for Rev. Mr. Jackson. The resolution of the consistory adopted July 12, 1841, reads: "Resolved, That the old Parsonage be taken down to make room for the new Church Edifice (the present building), and that the Building Committee use the materials to the best advantage they can." The materials of the old church then standing, northwest corner of Bergen avenue and Vroom street, was also specially designated to be used for the same purpose. Meanwhile, during the erection of the church building, the Columbian Academy was secured for Sabbath morning worship, the teacher agreeing to vacate the second story for the sum of five dollars per quarter. The names of several of the old residents of Harsimus and Paulus Hook are found on the roll of the communicants of the Old Bergen Church; in fact, in the early 50's there were some who did not relinquish their membership, but continued attendance on the Sunday morning services until a later date, and then reluctantly transferred their membership to either of the Reformed Dutch churches at Van Vorst or Jersey City. After Dr. Taylor's retirement from active service, Rev. James L. Ammerman officiated for five years, when he was succeeded by Rev. Dr. Cornelius Brett, August 1, 1876, whose ministry continued with marked success for over forty years.

First Reformed Dutch Church in Old Jersey City—Although an attempt was made to establish a Reformed Dutch Church in Paulus Hook as early as 1807, the attempt failed for the reason that there were not a sufficient number of communicants there to form a consistory, the ruling body of the church. In

1830 the nucleus of a Presbyterian congregation that had been struggling for existence, resolved by practically a unanimous vote to become a Reformed Dutch congregation, and a petition to that effect was presented to the Classis of Bergen, "signed by 48 heads of families and 38 Communicants, on the 16th of February, 1830," which was favorably acted upon. A consistory was elected and the church constituted. Rev. Stephen H. Meeker was installed as pastor on May 9 of the same year, but returned to his old pastorate at Bushwick, Long Island, in October following, and November 19, 1833, Rev. Matthias Lusk was installed pastor and so continued for fifteen years.

This church was organized as the First Reformed Dutch Church of Jersey City, but was more familiarly known as the Grand Street Reformed Church. In its early history it was subjected to many privations, and hard labor and continuous struggle was required to continue the organization. Its records show a continuous succession of pastors whose time of service, with only two exceptions, were extremely limited. It received financial aid from the Collegiate Church of New York City, by which it was enabled to continue its existence, and for a time greatly flourished, but the changing conditions in that section of Jersey City with the great influx of foreign population hastened the end, and the property was finally sold to and is now occupied by a Greek congregation.

In 1846 several of the communicants of the "Old Bergen Church," with others who had become inhabitants of Van Vorst township, were desirous to establish a Reformed Dutch Church in their vicinity and made application to the Classis of Bergen for permission to organize such church, and in March, 1846, they assumed the title of the "First Reformed Dutch Church of the Township of Van Vorst," localized as the Wayne Street Church. They were duly incorporated, a consistory elected, and had temporary use of the Congregational church building, then standing on the corner of Grove street and Newark avenue. Meanwhile effort was being made to secure sufficient assistance to justify them in erecting a building of their own. In this movement they were greatly encouraged by a gift of \$1,000 from Cornelius Van Vorst, and likewise a donation of three lots of ground located on the south side of Wayne street, near Grove, location of church still standing. August 26, 1847, the cornerstone of the new building was laid, and on 28th of May, 1848, the church was dedicated. During the completion of the building the congregation occupied the lecture room of the church, which had been prepared for their occupancy, the first service being held January 16, 1848. Rev. William J. R. Taylor became the first pastor, followed in 1849 by the Rev. Paul D. Van Cleef, who continued as pastor and pastor emeritus for over fifty years. He was a popular preacher, and greatly beloved by all who knew him.

On the disbandment of the Grand Street Church congregation, several members of that church joined with the Wayne Church congregation, but within a few years, like the Grand Street Church, and for the same cause, the congregation decided to unite with the Faith Reformed Church on Jersey City Heights, whither many of the old congregation had removed, leaving the Third or Park Reformed Dutch Church the only organization of that denomination in the territory of old Jersey City (formerly Paulus Hook and Harsimus).

In March, 1861, through the efforts mainly of members of the Reformed and Grand Street Churches, a mission was started in Morgan street, east of Grove, and a chapel was dedicated in 1863. From this beginning the Free



BERGEN REFORMED CHURCH, PARSONAGE ADJOINING

Union Church congregation was developed, and organized in 1872 under the ministrations of Rev. Alexander Shaw, who labored faithfully for several years, but owing to changing conditions the undertaking was abandoned. In 1909 the then congregation united with and became part of the Wayne Street Church organization.

The history of the Wayne Street Church indicates clearly the trend of population from lower Jersey City. In the early 50's the seating capacity of the church became inadequate to meet the needs of the congregation, and the building was enlarged to its present size, but within a few years through its growth the further enlargement was discussed. The changing conditions, however, becoming so manifest, the project was abandoned. The accession of the Free Union Church or the Morgan Street Mission, as it was generally known, gave new life to the dwindling congregation. Again, on the abandonment of the Grand Street Church, its remaining congregation also united with the Wayne Street Church, likewise enlarging its numbers, but notwithstanding these accessions the trend of population continued toward Jersey City Heights, and as many of the combined congregations had made their residences there, it was deemed wise to take advantage of the opportunity to throw in their fortunes with the Faith Reformed Church there located. Complete arrangements for a union were completed, and in the spring of 1923 the old Wayne Street Church became, through sale, the property of a Jewish organization, and under the name of the Faith Van Vorst Church both congregations entered upon a new lease of life, both strengthened by their cordial union.

The Second Reformed Church of Hudson City was organized in 1859 as a mission by Rev. Carl Doeppenschmidt, who had been preaching in Franklin Hall in lower Jersey City. In 1863 several of those who had attended services there joined with a mission that had been established in Washington Village, Hudson City Section, that had been started by the Rev. Leopold Mohn. A union was effected and Rev. Doeppenschmidt was installed as pastor, December, 1864. He was followed in 1883 by Rev. Mr. Meury, who organized a church and day school, and a building was erected corner of Franklin and Central avenues in 1884.

Like other offshoots from the Old Bergen Church, the Lafayette Church originated from the desire of some of the residents of that section, who had always been affiliated with the old church, to possess a church of their own. The population was increasing, and the distance from the old church somewhat inconvenient, and feeling there was an encouraging outlook for a home church, it was determined to give the matter serious consideration. Sunday afternoon meetings were held in the school house, Dr. B. C. Taylor, the pastor of the mother church, preached the first sermon in October, 1861, and a Sunday school opened in the following November. The church was regularly organized in May, 1863. The land association which had been organized as a speculative movement offered a plot for the erection of the church building. This was accepted, and later enlarged and the building erected thereon, completed and dedicated in November, 1866. The Rev. William R. Duryee, the first active pastor, was a man of unusual merit, indefatigable in his efforts for the welfare of the church, and served acceptably for twenty-seven years, then resigning only because urged to accept a chair at Rutgers, his old college, much to the regret of his congregation. About all the early churches were subjected to many struggles and privations before securing a firm foundation,

and the Lafayette Church was not without its bitter experiences, but struggling against adverse circumstances, all difficulties were surmounted through persistency and through the devotion of its parishioners. One, Mr. Jacob Van Horne, donated two lots of land on Pacific avenue for a parsonage, which was completed in 1879. Others were likewise generous in their support of the church organization, with the result that all indebtedness was cancelled, and notwithstanding many innovations and improvements the church to-day is entirely free from debt. Other faithful followers succeeded Mr. Duryee and to-day, following the trend of the times, the church has become a sort of community center, attracting a large congregation from the neighborhood.

The South Bergen Reformed Church, located on Bergen avenue, near Union street, was organized as a mission by some of the residents of the immediate neighborhood who were connected with the Old Bergen Church. It developed into a church organization with Rev. Isaac Brokaw as pastor, but after a short existence, opportunity offering, the property was disposed of to the Congregational organization and several of its congregation became members of that denomination.

The Reformed Church of Hudson City, organized October, 1853, from a mission that was started by some members of the Old Bergen Church, in what was then the school building occupied by the Misses Graves' Seminary for Young Ladies, located southwest corner of Cottage street and Bergen avenue (the building still standing), but lacking support the project was abandoned.

In 1868 a Reformed Mission and Sunday school was started as an offshoot from the Old Bergen Church at the then Academy street, now Tonnelles avenue and Broadway. A church building was dedicated the next year, Rev. William H. Van Doren pastor, but after a struggling existence the project was abandoned and the property sold to the Methodist persuasion.

Another instance of the growing religious community in the early days was the formation of the Third Reformed Church, better known as the Park Reformed. As has been learned, the Wayne Street Church was becoming somewhat crowded, and as several of the congregation lived in the Harsimus section of Jersey City, it was thought judicious to consider the formation of a church of the same denomination in that part of the city. Several persons gathered at the home of Stephen Garretson and after discussion the prospect determined them to make application to the Classis of Bergen for the organization of the Third Reformed Church. The request was granted, and May 7, 1852, the church was organized. Rev. William J. R. Taylor, son of the venerable minister of the Old Bergen Church, became the pastor. Miss Anna V. H. Traphagan donated three lots of land in a most favorable location, and through the liberality of Judge Steven Garretson, one of the residents of that section, through advancement of money, the congregation was enabled to proceed with the building without delay. The building is still standing and occupied for its original purpose at the present time.

Brief allusions are here made to the earlier churches of Jersey City. Many others have been formed, some in consequence of removals have merged with other organizations or disbanded because of changing populations, but leaving a number of virile churches to offer their ministrations and spiritual encouragement to a fast growing community.

Episcopal—In the very early history of the community at Paulus Hook, the few inhabitants located there longed for a local place of worship. They

had been connected with other churches before becoming residents of that place, and although attending Divine worship at New York City as opportunity offered, the tedious and irregular crossing of the Hudson deterred them from regular attendance. A small group of the Episcopal faith determined to attempt to secure regular services at home. St. Matthew's Protestant Episcopal Society was formed, and from time to time clergymen from New York City officiated at the services, on invitation. These were held in the upper room of the old Town Hall on Sussex street. In a report dated 1809, Rev. Mr. Willard, rector of Trinity Church, Newark, at that time, reported "that on Sunday, August 21, 1808, he visited Old Paulus Hook, performed Divine Service and preached there, it being the first time that any clergyman of our church had ever officiated at that place." This may be considered the beginning of the Episcopalian denomination in present Jersey City. In 1811 he reported, "'tho' it (the congregation) was small and had many difficulties and much opposition to contend with, yet it had with a becoming zeal supported its infant establishment and provided a convenient building for the performance of Divine Service." Four years later, in 1815, he reported, "in consequence of an agreement entered into with the Presbyterian congregation in Jersey, the service of our church is performed only on every other Sunday." As may be considered a recompense, or as verifying the old truth of "bread cast upon the waters," in later years, when St. Matthew's building was badly damaged by fire, the congregation was tendered the use of and occupied the building of the Grand Street Reformed Church for over six months.

In 1809, Dr. Edmund T. Barry became permanent rector and officiated as such until 1816, when he removed to Baltimore. Although preaching services were continued in the Town Hall by clergy from New York City, the little congregation languished for want of a home pastor, and in 1824, at the request of the Bishop of the Diocese, Dr. Barry was induced to return to his old charge, and under his active ministrations new life was infused into the church, the congregation regaining not only its former but additional members.

The encouragement for the erection of a building for their own worship came upon the offer of the Jersey Associates, mentioned heretofore. Having received a bequest of \$500, it was determined to commence building at once. The cornerstone of the new building was laid by Dr. Barry in 1831, and on completion was occupied and for over eighty years continued as an Episcopal house of worship. Dr. Barry died in 1852, and was succeeded by Rev. Richard M. Abercrombie, a man of commanding presence and possessed of great energy. Under his administration, the congregation of St. Matthew's grew in numbers and influence. The changing conditions of the residents in lower Jersey City led to the abandonment and sale of old St. Matthew's. A mission connected with the old church had been established on Jersey City Heights, which rapidly became a strong and virile organization. On the abandonment by the parent organization of its original home, it affiliated with this mission and a church building was erected corner of Fulton avenue and the Boulevard, continuing the organization under the old original name of "St. Matthew's." In 1847, several members of St. Matthew's Church residing in Van Vorst township met at the house of Henry A. Booream, for the purpose of considering the advisability of organizing a new parish of the Episcopal church in that township. A preliminary committee was appointed, and the church organized in April, 1847. The first rector chosen was the Rev. A. C. Patterson, who had been the assistant at St. Matthew's, and likewise city missionary. The first

service was held in the Baptist meeting house on Barrow street, south of Newark avenue, afterward used by the United Presbyterian congregation, and May 18, the Parish was incorporated as "The Rectors, Wardens and Veterymen of Grace Church of Van Vorst." A temporary chapel was erected on two lots of land located on Grove street, between Newark avenue and Bay street, which were leased and the rental guaranteed by the Ladies' Society of Grace Church. This building sufficed for the wants of the congregation for six years. On the resignation of Rev. Patterson, in 1848, Rev. Milo Mahan became his successor, and under his urging a larger building was decided upon. Three lots, corner of Erie and South Seventh (now Second) street, were given for the purpose. In 1850 Rev. David H. McCurdy became rector, and in December of that year the cornerstone of the new building was laid, but the building was not completed until May, 1853. The congregation increased to such an extent that in 1860 it was found necessary to enlarge the building to its present size. Rev. Spencer M. Rice became the pastor and labored with success for several years, afterward becoming rector of Trinity Church, in the Hudson City Section (the present St. Mary's).

In 1851 the Church of the Holy Trinity, now St. Mary's, was organized in the old Hudson City Section. General E. R. V. Wright was the originator, and with him were associated Thomas Aldridge, Thomas Harrison, David H. Griffith, William Thomas, Jared W. Graves, John Aldridge and James Montgomery. The first service was held in the school building, corner of Central and St. Paul's avenues, on the 8th of October, 1851. The congregation was very anxious to own their own building and determined to make the effort. December 10 of the same year the cornerstone of a new building was laid, and in July, 1853, the building was duly consecrated. It stood on the north side of Hoboken avenue, near Central. This location, on account of changing surroundings, became unsuitable, and in 1902 a modern and substantial structure was erected on St. Paul's avenue.

A number of communicants of Holy Trinity who resided in the Bergen section saw an opportunity for the organization of a new church in that vicinity. Services were instituted in a small school house on Gardner avenue, and in 1860 the congregation organized as St. Paul's Protestant Episcopal Church. John S. Sutphen and Eliazer Ward were elected wardens; S. D. Harrison, John M. Cornelison, Barberie Throckmorton, Thomas James, Christopher H. Nash, John Rudderow, William P. Bleeker and Edwin Baldwin, vestrymen. Rev. F. C. Putnam became rector, October, 1860. The next year (1861) a church building was erected on Duncan avenue, the present location. The building has been from time to time enlarged as necessity required, and about 1890 the present commodious and tasteful building and school room were completed and are still occupied.

Unfortunately a division was brought about among the congregation of St. Paul's Episcopal Church in reference to financial matters, some members advocating a free church, entirely supported by voluntary subscriptions or endowments; others, feeling that a more certain method of meeting the necessary expenses should be determined upon, favored a system of pew rents. The controversy became so earnest that those favoring the former scheme separated from St. Paul's congregation and organized St. John's Free Episcopal Church. Others joined with them, and many incoming residents identified themselves with the new movement. A commodious church edifice was erected on the east side of Summit avenue, near Fairmount (the present loca-

tion), and the churchly activities became very marked, exerting great influence over a considerable portion of the city. Since its first organization the church has been greatly enlarged and beautified, and Wintringham Hall erected, which has become a community center and a gathering place for the neighboring community. From St. John's a mission went forth which has developed into the large and flourishing organization of St. Stephen's Episcopal Church.

Presbyterian—In 1809 a Presbyterian society was formed in old Jersey City, and alternated with the Episcopal congregation in holding services in the Town Hall for some years. Growing in numbers, a Presbyterian congregation was organized December 15, 1825, and in 1828 erected a frame building on the plot of ground located on the south side of Grand street, allotted to them by the Jersey Associates. Presbyterianism seems to have languished in this section, for in 1830 the property was transferred to the congregation of the Grand Street Reformed Dutch Church.

April 22, 1844, the First Presbyterian Church of Jersey City was organized, and the first services were held in the building on Grand street they had relinquished to the Reformed Dutch Church. Through the efforts of Mr. D. S. Gregory, who was an active member of the church, the Jersey Associates donated two lots at the corner of Washington and Sussex streets, fronting on Sussex, for a building plot. This plot was deemed too small, whereupon Mr. Gregory and Mr. David Henderson each offered to donate a lot adjoining, thus making a plot one hundred feet square, which would permit the erection of a building fronting on Washington street. Learning of the proposed sale of "The Stone Steepled Meeting House," as it was called, then standing on the north side of Wall street, New York City, negotiations were entered into for its purchase, and if possible its removal to the location in Jersey City just secured, and reërect it in the same form. The purchase was concluded in July, 1844, the price being fixed at \$3,000, for, as stated in the contract, "the building, the iron railing on the east side of the building, the stone wall connected with the church and said railing, also the coping and flagging, the fixtures of the said church, including stoves, curtains, lamps, chandeliers and carpets"—everything, including all rubbish, to be removed by September 1, 1844. Before the removal of the building, efforts were made to exchange the church plot for the southwest corner of the public square at Grand and Washington streets, but failed. A contract was entered into for the demolition and removal of the Wall street building and its erection in the exact form it then presented. On appeal to the Ferry Company, it agreed to transport the materials across the river at five cents per load; there being 7,456 loads, the cost of transportation alone amounted to \$372.80. The material of the old building was so carefully marked and removed that when brought over to Jersey City it was replaced so that the church was rebuilt on the exact model of and presented the same appearance as the original building. It was completed and dedicated in May, 1845.

The Rev. John Johnstone was the first pastor, followed by the Rev. Charles K. Imbrie, who ministered to the congregation acceptably for over forty years. By reason of the deaths of many of the old members and the removal of many of the congregation to Jersey City Heights and the changing character of the surrounding community, it was deemed advisable to dispose of the property and unite with the First Presbyterian Church of Bergen, located on Emory street, Jersey City Heights. The union took place, and the united congrega-

tions became the First Presbyterian Church of Jersey City. The building was enlarged, and Dr. Imbrie was made pastor emeritus, worshipping in the new church home until the time of his death.

Again the Old Bergen Church furnished a nucleus for another church organization. Several of the newcomers to Old Bergen, because of convenience, joined with the congregation of the old church, but as the number who had affiliated previously with the Presbyterian organization elsewhere increased, they longed to worship within their accustomed fold. At the invitation of Mr. John G. Parker, a number gathered in a small school room on the south side of Hudson (now Storm) avenue and organized the new society. October 13, 1856, John G. Parker and Orrin H. Crosby applied to the Presbytery of New York for permission to organize a Presbyterian church. Their request was granted, and October 24, 1856, the congregation met in the school house, when twenty-four persons were duly constituted the First Presbyterian Church of Bergen. Rev. J. G. Craighead, Alexander Bonnell, Henry Dusenbury, and Orrin H. Crosby were the incorporators; Rev. J. G. Craighead, John G. Parker, Jacob M. Merseles, John Raymond, Alexander Bonnell, James C. McBurney and Elisha Bliss constituted the board of trustees; Messrs. Barker and Crosby were elected elders, and Richard H. Westervelt and Robert D. Wynkoop deacons. Edward W. French accepted a call and was installed as regular pastor in the school house, January 15, 1857. The following September 16, the cornerstone of the church building was laid on the present property, Emory street, and October 28, 1858, the church was dedicated. When the congregation of the old First Presbyterian Church of Jersey City united with this church, an enlargement of the building was found necessary, and the present commodious and attractive edifice was erected.

In 1850 several persons who at that time were interested in sustaining a mission school in the Harsimus Section of old Jersey City, located corner of South Sixth street (now Fourth), were desirous of establishing a church in that section. In pursuance thereof a meeting was called, and the Rev. Charles Hoover preached a sermon on the third Sabbath in August, 1851. In December following, the Second Presbyterian Church was organized, the congregation consisting of eighteen members. In a short time the meetings were held in Smyth's Hall, corner of present Fourth and Grove streets. The Rev. Mr. Hoover was called to become the regular pastor, and was installed June 30 the same year, but on the first of May, 1852, the congregation removed to the church on Barrow street, south of Newark avenue, and known in after years as the United Presbyterian Church. Again, in 1856, another removal located them in Wellwood Hall (afterward known as Washington Hall), corner of Newark and Jersey avenues. In 1855 the congregation numbered about one hundred. Notwithstanding the limited number, it was determined to erect a house of worship for themselves, and by the first of January, 1858, lots had been secured on Third street near Jersey avenue, and the main portion of the building completed. The cornerstone was laid April 15, 1857, and the dedication of the finished part of the building took place January following. Being favorably located, there were many accessions and the congregation increased in numbers rapidly. In 1859 Rev. Mr. Hoover requested a dismissal, which was granted, and in November of that year Rev. George Lucas was installed as his successor. In June, 1864, he was followed by the Rev. James M. Stevenson, who was active for nearly seven years, when his health failing, he was obliged to relinquish his work. During the years of his pastorate the membership

of the church had almost doubled; a debt of \$12,000 was extinguished, and the present attractive front of the building containing the lecture room, parlors, etc., completed. This part of the building was dedicated March, 1869. Rev. Hiram E. Eddy was installed as pastor, succeeding Mr. Stevenson, May 30, 1871. His pastorate continued for three years, and at its termination Rev. J. R. Fisher was installed, July 14, 1874. He was extremely popular and remained for several years, working successfully in strengthening and building up a large congregation. Following Mr. Fisher, Rev. Alexander McKelvey was installed, and attracted large audiences through his magnetic and forceful preaching. In 1893 the present incumbent, Rev. H. C. Cronin, succeeded him, and for the past thirty years has faithfully labored, and through whose efforts the Second Presbyterian Congregation has continued to minister to a considerable surrounding, notwithstanding the general trend of Protestant churches toward the Heights.

The congregation of the Third Presbyterian Church was organized as the Scotch Presbyterian Church in 1856 in a store in Newark avenue. The meetings and Sunday school were held in Franklin Hall during their early existence, but in 1858 the old Baptist church in Barrow street, being at the time unoccupied, was secured as a church home. In 1862 the congregation moved to the frame church building then standing, corner of Montgomery and Grove streets, and increasing in numbers and financial strength purchased the site, corner of Erie and Sixth streets, formerly occupied by Dr. Eddy's congregation. Doctor Harkness became pastor the same year, and during his pastorate the brick church standing on the north side of Mercer street, west of Varick, was erected, largely through the assistance of Mr. William McKenzie. It here abandoned its original name, becoming the Third Presbyterian Church of Jersey City. After the death of Dr. Harkness in 1866, one of the most popular preachers who followed him was Rev. David Mitchell, who continued in active labors until his death. During his pastorate he established the John Knox Mission on Grand street. But like the other Protestant churches located in lower Jersey City, it was deemed best to remove to Jersey City Heights, and the property on Mercer street was sold to the Lutheran persuasion and a plot of ground on the northeast corner of Sip and Tonnelle avenues was purchased and a suitable building erected thereon.

Other Presbyterian churches are: Claremont, Claremont and Rose avenues; Lafayette, Summit avenue and Ivy place (colored); Westminster, Summit and Pavonia avenues.

Catholic—Several of the wage earners employed in the glass and pottery factories of old Jersey City were of the Catholic persuasion, and to worship according to their faith were obliged to cross over to New York and attend one of the churches there. This was to them a considerable hardship, for communication was infrequent and often difficult, and they longed for the privilege of joining with their families in worship at home. The first child of Catholic parents born in Jersey City was taken over to the city in a rowboat for baptism at St. Peter's Church in Barclay street.

The proprietors of the two industries—Mr. Dummer, of the glass works, and Mr. Henderson, of the pottery—interested themselves in the matter, and a room on Essex street was secured, and the first mass in Jersey City was held there with an attendance of over twenty adults. This number increasing, larger quarters were obtained, moving from time to time until St. Matthew's

Episcopal congregation offered the use of their building (the old Town Hall in Sussex street) for their occupancy until they could secure permanent quarters. Through the encouragement of Messrs. Dummer and Henderson, the plot on the north side of Grand street, offered by the Associates, was secured, and pledges toward the cost of a building were obtained from those residing in Paulus Hook, while appeals were made to the Catholics of New York City for assistance. [The Catholics of New Jersey were under the jurisdiction of the New York Diocese until 1853, when the Diocese of New Jersey was created].

At a service held in St. Patrick's Cathedral in New York City, Bishop DuBois urged that assistance be given to the "poor Catholics of Paulus Hook," and closed his appeal with the following words: "Now, all you that will go over there and aid them to prepare the ground, and help them to begin in the erection of their church, hold up your right hand." Instantly the hand of every male member of the church present was raised. The Ferry Company agreed to carry over, without charge, all those who would help in the work, and the next day between two and three hundred horses and carts and a large number of men with picks and shovels, wended their way over the ferry, and the filling of the ground for old St. Peter's on Grand street was enthusiastically begun. The difficulties encountered are elsewhere related. The first mass was celebrated in the little church in 1837. Rev. William Mahan was the first pastor, followed by others at short intervals until 1844, when Rev. Father John Kelly was duly installed as pastor of St. Peter's, and continued as such up to the time of his death, April 28, 1866.

Father Kelly was very closely identified with the growth of old Jersey City. Quiet and unassuming in manner, and yet firm in his adherence to the right, he at all times advocated an honest, upright course of conduct. He was extremely popular with all classes of people. His name became a household word, and his memory is still fragrant in the minds of those who knew him. He was active in the organization of new parishes, and wherever he saw the opportunity a new church was erected. In 1854 he made his first move in that direction. Seeing a need for facilities for worship for the Catholics in the northern part of the city (then Van Vorst) he decided to build a church on the corner of Erie and Tenth streets. A two-story building was erected, and Rev. Father Senez became pastor. It was then known as St. Mary's. The Catholic population increasing, with an eye to the future, Father Senez purchased the property corner of Erie and Second streets, and on this plot the present St. Mary's was built. The old church building was utilized for a school building until the Catholic Institute was built on Third street. In 1860 the upper part of this parish was cut off and constituted a new parish under the name of St. Michael's, and the old building made suitable for a house of worship again. In 1871 the cornerstone of the present building was laid, and the building dedicated in 1876.

St. Mary's parish was founded in 1859, and the building located corner of Erie and Third streets. The cornerstone was laid in 1861, and the building consecrated in 1863. A cyclone badly damaged the building in 1901, and resulted in the erection of the present commodious and substantial structure.

In November, 1863, a meeting of the few interested was held at the old hotel (the building still standing) at the junction of Bergen and West Newark avenues, Hudson City Section, when St. Boniface Church was organized. The small congregation for a time worshipped in a stable on Newark avenue. A

small church building on John street was rented for one year, and the first high mass was sung in 1863. A site was procured on the north side of First street, east of Jersey avenue, still occupied by St. Boniface, and the cornerstone laid in June, 1865. The church was opened for service in 1866. In 1869 St. Patrick's parish was founded, and the church erected, corner of Bramhall avenue and Grand street; the church was dedicated in 1877. St. Bridget's followed, located in a neighborhood that had little promise of success, being surrounded by swamps and meadow land, but very shortly population drew about it and the first church building was erected on Mercer street and was consecrated in 1870, and within four years the new building (now standing), corner of Montgomery and Brunswick streets, was completed.

The other churches founded during the early history of Jersey City were: St. Paul's Church, in the Greenville Section; and St. Paul's of the Cross, in the extreme northerly part of the city—both founded by the Passionist Fathers of West Hoboken, the former in 1861. The first church was built in 1862, and the present building was erected and dedicated in 1888. The latter parish was formed in the extreme northerly section of old Hudson City, located as follows: Paterson plank road, Ogden avenue, Manhattan avenue and Hackensack river. It was incorporated in 1868, and the next year the cornerstone of the church was laid on Hancock avenue, near Bowers street. The basement was opened for service, June, 1870, and the building dedicated the following October.

St. Lucy's Catholic Church, probably one of the strongest in the city, was established in 1884, and at first a frame building was renovated and fitted for Divine worship. In 1889 the whole block between 15th and 16th streets was secured, and the cornerstone of the church laid, the building completed and dedicated in 1896, when the bounds of the parish were extended southerly to the northerly side of 13th street.

In 1884 Rev. Father Ter Woert was appointed to found a new parish in Jersey City, to be composed of portions of the territories of St. Joseph's and St. Paul's. Two lots, corner of Harmon street and Van Winkle avenue, in the old Hudson City Section, were secured, and a small frame church was erected thereon. The first mass was celebrated December 7, 1884. The number of parishioners at this time was about 900. Two years later, eight additional lots were purchased, and the erection of a large brick school was begun. The growth of the parish was so rapid that it became necessary to secure additional church accommodations. In 1891 additional property was purchased, and the next year the cornerstone of the present commodious building was constructed of the granite underlying the hill. The building was dedicated in 1897, and the church and school buildings of St. John's parish now occupy the whole block bounded by the Boulevard, Van Winkle, St. Paul's avenues and Huron street.

The construction of the Erie tunnel brought many Catholics to this vicinity, and again Father Kelly, with his enterprising spirit, embraced the opportunity and determined to furnish them with a convenient place of worship. A small building was secured on Hopkins avenue, and Father Luigi Vanutie was placed in charge. He soon drew together a large congregation and found it necessary to provide a larger church. He procured the present site of St. John's Church, corner of Pavcna and Baldwin avenues, and the present flourishing congregation marks the outcome of his labors. He also originated the parish of St. Patrick's and built a small frame church near Library Hall,

which was placed in charge of Father Hennesy. St. Patrick's parish covered a large extent of territory, but was sparsely settled; however, the congregation increased rapidly and a plot of ground corner of Ocean and Bramhall avenues was purchased and the present substantial and commodious building erected thereon. Notwithstanding the after division of the parish with All Saints, St. Patrick's is to-day one of the strongest and most influential Roman Catholic churches in the city.

A number of Italians of the Catholic faith had located in Jersey City, and through the efforts of Right Rev. Monsieur de Concilio a small church was erected for them about 1884. The congregation increasing, in 1886 the building was enlarged. In 1904 a larger church was built, and the old building used for school purposes.

The parish of St. Aloysius was organized in 1897. The first mass was celebrated in Donahue's Hall, on West Side avenue. The southwest corner of Kensington and West Side avenues was purchased, and the cornerstone of the church and school was laid in 1897, and dedicated in 1898. A new modern school building was recently completed, located on the opposite corner.

All Saints' Roman Catholic Church is to-day one of the strongest churches of that denomination in Jersey City. It was organized in the Lafayette section of Jersey City in 1896, the parish being taken from a portion of old St. Patrick's. Rev. Father Meehan was made rector. The first attempts to establish a church were not very encouraging. Mass was celebrated for the first time in the hall of the Lafayette Battery, November, 1896, and so continued during week days until the next year, when for a short time, during the week, religious services were held at the rectory. In April, 1897, ground was broken for the new building, a combination of church and school. The chapel was dedicated by Bishop Wiggin in the fall, and the school was opened in 1898 with a scholarship roll of 453. The parish increased in numbers rapidly, the number of industrial enterprises locating in that neighborhood and the Central railroad terminating there, contributing to the building up of the parish.

Methodist—The Methodist persuasion likewise initiated proceedings to secure their share of the offered gift of the Associates. At this time the whole territory now known as Bergen and Hudson counties was included in one circuit, and, as was customary, missionary work was done by "circuit riders," faithful men who were ready to endure any privation in order to advance the interests of their faith.

The very early records of the Methodist denomination are somewhat obscure. There is mention made in a report to the Conference, in November, 1800, of class collections at "Bergin Wood." The circuit then covered all of what is now known as Bergen, Hudson, Passaic, Essex and Union counties. Elder George Banghart seems to have been the first to promulgate the doctrines of Methodism within the limits of what is now Jersey City. It is stated that he preached at times in the little school house on Bergenwood avenue. Later, in 1859, Elder Banghart described his circuit at the time he traveled it, as "beginning at Hudson City Heights, it extended along the Hudson river to Stony Point, a distance of forty miles, thence it reached inland nearly forty miles to Ringwood, thence along the mountain range to Boonton, whence it descended the Orange valley to Bloomfield." As best expressing the privations that fell to his lot, we quote from "The Methodist Historian:" "He preached on the first Sunday of each month at Belleville in the morning, in the afternoon at Bloomfield—in summer in a workshop, in winter in a stone

school house. The second Sunday he preached at Ringwood in the morning, then at Hempstead, ten miles away, in the afternoon; sometimes in the afternoon would be at Ramapo, and in the evening at Hempstead. On the third Sunday the morning service was at Haverstraw, and in the afternoon at Nyack. The fourth Sunday found the preacher at New Prospect, now Waldwick, in the morning, and at Paterson in the afternoon, and here, if the weather was rough, he would stay over night, but if at all favorable, he would ride all night to reach his home in Sussex county and see his family, from whom he had been absent for three weeks. Besides, there were twenty-three weekday appointments. * * * He left the Bergen circuit in April, 1822, rejoicing in the largest amount of quarterage that he had ever received, viz., \$200.

About 1820 a service was held in a private house in what was then North Bergen by a few persons, and from this little gathering the Methodist denomination of Jersey City developed. January 20, 1826, the "First Methodist Society of the Town and County of Bergen" was incorporated. The trustees named were: Anthony Cathlin, Archibald G. Welsh, Hiram L. Meeker, James J. Seaman, and Josiah Hornblower. June 19, 1826, the society received a deed for the property on which they had previously built, located "on the north side of the turnpike road leading to and from Newark." In this building the people of the Methodist persuasion from the surrounding territory and Communipaw met for worship. January 8, 1828, a class was formed at Bergen Point, and shortly after a small church was built upon a lot donated by Garret G. Vreeland, fronting on the main road leading from Bergen to Bergen Point. March 6, 1829, a congregation of christians of the Methodist Episcopal persuasion met at the house of Lewis F. Randolph in the town of Jersey, being our usual place of meeting for public worship. David Keys, Joseph Smith, Joseph Marsh, Harvey Husted, and Francis Paulmier were elected as the first board of trustees, who at once incorporated as "The Methodist Episcopal Society of the Town of Jersey." They were thus enabled to occupy the plot of ground fronting on York street, for which they received a deed from the Associates, August 24, 1830. The "Christian Advocate" of September 18, 1829, states: "A neat and convenient edifice recently erected in Jersey City opposite New York, for the accommodation of the members and friends of the Methodist Episcopal church residing in that place, was dedicated to the worship of God on Sunday last; sermon by the Rev. Samuel Luckey, of New York."

In April, 1831, Rev. Thomas G. Stewart was appointed in charge of the territory of Jersey City, Hoboken and Fort Lee, in all of which he found but twenty members, and because of the strong prejudice against Methodism prevailing at the time, his congregation at either place rarely exceeded ten or fifteen members. Communipaw was added to his charge, and here he found more encouragement. At the end of the year he reported a total membership of thirty-one white and two colored members. The next incumbent, James H. McFarland, reports forty members. October 17, 1835, there were forty-eight members of the Methodist Episcopal church in the Jersey City station, which included Jersey City, Bergen, Communipaw, Hoboken, and Aharsimus. From this small beginning, the great army of faithful adherents to the Methodist persuasion now worshipping in Jersey City are sprung.

The churches of the Methodist denomination now located in Jersey City number twelve, as follows: Trinity Hedding, Montgomery street; Centenary, Pavonia avenue; Emory, Bergen and Belmont avenues; St. Paul's, Third street; Simpson, Central avenue; West Side, West Side avenue; Summit ave-

nue, Summit avenue and Bowers street; Browne Memorial, Clerk street; Lafayette, Pacific avenue; Linden avenue, Linden avenue; Grace, Tonnelle avenue; Palisade, New York avenue and North street.

Owing to the changing character of the population in the immediate vicinity of St. Paul's M. E. Church in Third street, it has become in a great measure a "Good Will Community Center," where people of all nationalities or of any religious denomination may meet together to discuss matters of general interest, or worship in accordance with their individual beliefs.

The new building now in process of erection on Bergen avenue near Fairview indicates an increased interest in the work of the Y. M. C. A., and a determination on the part of its supporters to furnish every facility to enable it to carry out the purposes of its organization. The building itself is an ornament to the city, and will be fully equipped in order to make it an attractive gathering place for young men.

Baptist—The early churches of Paulus Hook, or old Jersey City, all experienced similar difficulties in the establishment of their denominational organizations. Most of the churchgoing residents of the growing city had united with their respective churches in New York City before taking up their residence here, and they were unwilling to sever their connection with their home church to begin a campaign for a local organization in a new and untried territory—not only for sentimental reasons, but because of the expense that must necessarily be incurred and borne by a very few. Consequently those early days formed a period of continuous struggle and privation.

The attempt to found a Baptist church in Jersey City was, to say the least, very discouraging. From the early records we find that one James Howe, a member of the Oliver Street Baptist Church in New York City, was the pioneer in this movement. In 1828, having become a resident of Jersey City, he called a prayer meeting at his home. A little gathering attended, but nothing definite resulted. Some years later a number of the Baptist persuasion met together and resolved "that we engage the services of Rev. J. Houghton as pastor for six months, and that we give him \$4.00 per week." This arrangement continued until March, 1839, when it was deemed advisable to organize "a Baptist church of Jersey City and Harsimus." The organization was effected with thirteen members. Lots were offered as a site for a house of worship on condition "that no abolition meeting should be held within its walls." This offer created dissension in the little band, and the offer was rejected. The bitterness existing between the pro- and anti-slaver adherents was extreme in those days throughout the whole community; however, notwithstanding the withdrawal of some of the members, others more than made up the loss, and a small house of worship was erected in Barrow street, near Newark avenue. In 1840 a sort of compromise resolution was adopted forbidding "the use of the meeting house to the anti-slavery party unless with the consent of three-quarters of the members present at a church meeting agreed to it." It might seem that this was an act of shrewdness on the part of the congregation to ensure a full attendance, as neither party would like the opposition to be in the ascendant. As a final result, forty-six members withdrew and united with the McDougal Street Baptist Church in New York City, and in 1844 they were recognized as a Baptist church. The meeting house in Barrow street was sold for debt. In 1847 this gathering was disbanded and a hall was rented and devotional meetings were maintained on weekday eve-

nings. Finally, those who had deserted to the McDougal church took the initiative for a movement to combine all the Baptist adherents in Jersey City, and March 1, 1848, representatives of the different bodies met and adopted the following: "Whereas, as the Baptists of Jersey City and Harsimus have been heretofore divided by differences of opinion, Resolved that we proceed to organize a Baptist church to be called by a name not yet resolved on." In consequence thereof the Union Baptist Church was organized with sixty-eight members. Rev. William Verrinder became pastor, and during his incumbency a house of worship was built on Grove street. In 1849 the name was changed to the First Baptist Church of Jersey City. A tribute to this earnest devoted Christian worker might well be here inserted. In 1853 he resigned his pastorate of the Grove Street Church and became the city missionary of Jersey City. He was for nearly forty years a faithful laborer among the poor of the city, visiting from house to house, always warmly welcomed, and ministering to their spiritual and physical needs. Later he was appointed chaplain of the county institutions at Snake Hill, and held regular services there, although sometimes obliged to trudge through snow and sleet. He only ceased his labors when the infirmities of age pressed too hardly upon him. He died in 1891, loved and respected by all who came in contact with him.

In September, 1854, Rev. Wheelock H. Parmly became pastor, succeeding Mr. Verrinder, and continued in active service until August, 1889, when he was made pastor emeritus. His pastorate was crowned with great success; the Grove Street Church was enlarged, and the congregation for a time increased in numbers, but here again because of the changing population it was evident that a new location must soon be secured. The building on Grove street was sold, and the present site, corner of the Boulevard and Fairmount avenue, was purchased, on which the present Parmly Memorial Church was erected, so-called in honor of the former pastor.

In 1856, through the instrumentality of Rev. Mr. Verrinder and a few others, the nucleus for the Summit Avenue Baptist Church was formed. For a time the little band held their meetings in a small school house, Mr. Verrinder and others preaching from time to time. June 22, 1857, a little congregation of sixteen members organized the Baptist Church of Hudson City. The congregation increased until in 1859, when thirty-six members residing in South Bergen withdrew to form the Bergen Baptist Church. In 1862 the site then occupied by the Hudson City congregation was exchanged for the lots on which the present structure stands, on Summit avenue, near Cottage street. A new church building was completed in 1864, and on June 12 of that year was occupied. In 1878 the name was changed to the Summit Avenue Baptist Church, and to accommodate the growing congregation in 1880 the building was enlarged.

Congregational—In April, 1858, a meeting was called at Iroquois Hall to consider the advisability of attempting the formation of a Congregational church organization in Jersey City. There were nineteen persons present, and it was determined to make the attempt. An organization was effected, and for a time thereafter meetings were held in the Lyceum on Grand street. While nothing authentic has been found relating to an earlier organization of this denomination in Jersey City, there must have been such in existence previous to 1846, for at that date, as is stated in the records of the Wayne Street Church, their early meetings were held in "the Congregational church building then standing on the corner of Grove street and Newark avenue."

The new congregation had no abiding place, but met from time to time in the different halls of the city—Franklin, Metropolitan, Park, and finally settled down in the frame building located on the southeast corner of Montgomery and Grove streets. Rev. John Milton Holmes had been installed as pastor in 1861; he was a very popular preacher, and the congregation increased in numbers and larger accommodations were felt necessary. Through a combination of secular and religious interests the building at corner of York and Henderson streets, known as the Tabernacle, was erected. At the time there was a strong and influential musical coterie in lower Jersey City, under the control of Dudley S. Gregory, Jr., with no adequate place for their meetings. The existing halls were not adapted for such events as it was desired to present, and the opportunity was welcomed to now secure such a place. With the understanding that the contemplated building would be so constructed as to furnish an audience room suitable for popular concerts, lectures and public meetings, the musical and church forces combined, the result being that sufficient funds were accumulated to enable the laying of the cornerstone of the large brick building still standing on the corner of York and Henderson streets, until lately known as Elk's Hall. The building was completed and furnished the next year, and for several years many of the musical and literary celebrities of that day held forth and musical concerts with popular artists became the regular form of winter's entertainment. Mr. Holmes, much to the regret of the whole community, was forced to relinquish his work in the midst of his success, because of failing health, and he was followed by Rev. G. B. Wilcox, who continued as pastor until 1875, when on his resignation, Rev. Addison P. Foster was installed as his successor. The last of the pastors connected with the Tabernacle congregation while located in lower Jersey City was John W. Scudder, whose activities were very generally recognized. The People's Palace was originated by him, gathering under its influence many from the surrounding community. Foreseeing the future tendency of lower Jersey City toward a manufacturing and industrial center, his desire was to follow the course of removal toward the Heights, and finding a favorable opportunity to secure a location in the midst of an increasing population, thus presenting an attractive field for his activities, he negotiated the purchase of the South Bergen Church property on Bergen avenue, near Union street, and a suitable church building was erected thereon. With the church organization from lower Jersey City came likewise the People's Palace, which through his exertions was enlarged in its operations and has become recognized as the community center for the whole neighborhood, and furnishing opportunities for recreation and intellectual enjoyment for the whole city.

Rev. Dr. Scudder leaving Jersey City in 1910, Rev. Harry Everett was installed as pastor of the First Congregational Church. He proved himself to be a fitting successor to Dr. Scudder, not only continuing but enlarging the scope of his activities. As a consequence the church has become one of the strongest in the city. Dr. Everett instituted the "Friday Evening Forum," through which agency the whole city is afforded the opportunity of hearing the most eminent speakers and musicians of the day, who are always greeted by large audiences, thus proving the great appreciation in which these gatherings are held.

Rev. Hiram E. Eddy, former pastor of the Second Presbyterian Church of Jersey City, with a number of that congregation, organized the Free Union Church, occupying the building located corner of Erie and South Sixth streets.

It was finally decided to make application to be adjudged a Congregational body. At a council held and presided over by Rev. Addison P. Foster, then pastor of the Tabernacle, the decision in favor of their admission was unanimous. There is also the Waverly Congregational Church in the old Hudson City Section, located on Booram avenue, near Palisade.

Universalist—November 17, 1870, through a call issued by Messrs. David L. Holden and D. H. Sherman, E. L. Rice and Robert L. Smith, to those interested in the organization of a Universalist church and Sunday school at Bergen, a preliminary meeting was held at the residence of Mr. D. H. Sherman, 195 Washington street, Lafayette, and at this preliminary meeting it was decided to make the effort for a permanent organization. January 20, 1872, a meeting of those interested was held at the residence of Mr. Holden, twenty-five persons being present, including Rev. Mr. Bennet and Mr. Cooper, secretary of the New Jersey State Universalist Conference. At this meeting a temporary organization was effected with David L. Holden as chairman, and Frank G. Jenkins as secretary. The first services were held in Library Hall, corner of Grand street and Summit avenue, with pulpit supplies from the Universalist churches of Brooklyn, New York. A subscription toward the procurement of a church building was inaugurated and met with a liberal response. The then Methodist church, corner of Ivy place and Summit avenue, was purchased and became the permanent home of the little congregation. Rev. Mrs. Phoebe Hannaford became the stated pastor and occupied the pulpit for many years. Mrs. Hannaford was an ardent worker and popular preacher. Her health failing, she was succeeded by Mr. J. T. Thompson, C. H. Vail and Henry A. Westall, successively. Owing to many deaths and removals of members of the congregation, the number became much depleted, and in 1912 it was decided to dispose of the church property and disband the congregation, thus ending forty years of active life. The church building and site were sold to a congregation of colored people under the care of the Presbyterian church, who have since continued their organization. The net proceeds of the sale of the property, amounting to about \$2,000, given to the Universalist convention at Utica, New York.

Synagogues—There are ten Jewish Synagogues in Jersey City, located as follows: Beth el Temple, No. 351, York street; Sons of Israel, No. 296 Grove street; Bikur Cholim, No. 95 Mercer street; Tiffereth Israel, No. 237 Fifth street; Beth Hamedrash Hagadel, No. 296 Third street; Agudath Sholom, No. 472 Bergen avenue; Sons of Israel, No. 45 Cottage street; Mount Zion, No. 233 Webster avenue; Mount Sinai, No. 826 Sherman avenue; Oheb Sholom, No. 40 Warner avenue.

The Beth el Temple, now located as above, in lower Jersey City, has purchased ground at Hudson boulevard and Harrison avenue, in the old Bergen Section, on which there will be erected in the very near future a building capable of accommodating the large and growing community in that section. The Young Men's and Young Women's Hebrew organizations are valuable adjuncts to the synagogues for the improvement of Jewish conditions. The former was organized about ten years ago. It met at the Congregation Sons of Israel, No. 43 Cottage street, remaining there until 1918, when the building at present occupied by them was purchased. The latter, or Young Woman's Hebrew Organization, was organized some time previously, and its meetings were held at the Talmud Torah building, No. 100 Sherman avenue, until 1918,

when it combined with the Young Men's Hebrew Association to form the Young Men's Hebrew Community Center. The building is located at No. 438 Summit avenue, and was formerly a private residence. It was enlarged and made suitable for a temporary home for the Community Center.

Miscellaneous—St. John's Evangelical German Church was established in 1883, by Rev. Gotlieb Andrae, who is the pastor at the present time, having completed forty years of active service. On his arrival here in the early part of that year, finding no organized place of worship of his denomination, he gathered a few of the German residents of the Bergen Section in the lecture room of the Old Bergen Church and formed an organization. After a short time the hall, corner of Bergen and Fairmount avenue, was engaged, and regular services were held and a Sunday school formed. A movement to secure a building of their own was at once instituted, and within a year a site on Fairview avenue was purchased and the cornerstone of the present building was laid in the fall of 1884. The organization flourished from the very beginning, and is recognized as one of the strongest and most efficient religious organizations of the city.

There are several other churches of different denominations in the city, thus affording opportunities for worshipers of any belief to gather for religious exercises in their own form.

CHAPTER XVII.

EDUCATIONAL.

Jersey City may well be proud of her educational system. It is very generally recognized in educational circles, not only in this country, but wherever the importance of presenting opportunities for a thorough education of the young is realized, as among the foremost of the progressive educational cities of the country, a far step from the little gathering of twenty-three scholars and one teacher in 1820, to an army of nearly fifty thousand pupils and nearly twelve hundred teachers at the present day. Educators from all parts of the United States have investigated the system, and by the supremest flattery, imitation, placed upon it their seal of approbation. Educational commissions from Japan and China, from Australia and Ecuador, Peru and the Argentine Republic, and from Canada, have been directed here for the study of the system, and have been impressed with the scope and extent of the educational facilities found here.

The system affords opportunities for instruction from the kindergartner to the college aspirant; from the primary and grammar departments to the advanced industrial and high schools, of which there are now in full operation two organizations, one of which provides for education in four departments, viz.: Academic, commercial, scientific and industrial.

An innovation in the guise of a "School for Crippled Children" has been instituted, whereby educational advantages are extended even to those debarred by physical disability from attendance at the sessions of the regular schools, so that they may become self-supporting. Doctor Margaret Sullivan, a member of the Board of Education, in the course of her medical practice noticed the number of children who were deprived of school instruction by reason of some physical disability, and brought the matter to the attention of the board. Their deliberations resulted in the erection of a suitable building devoted to the instruction of crippled children. The building was fitted out with furni-



POST OFFICE—JERSEY CITY



HIGH SCHOOL—JERSEY CITY

ture and fixtures specially adapted for the use of children in their different afflictions. Means are provided for the transportation of these unfortunates to and from the school by specially equipped buses arranged for their ease and comfort during the transfer. This school is intended especially for those whose attendance at the regular school is impossible, or attended with great difficulty, or who need constant treatment. At noon they are provided with lunches prepared under the care of the physician in charge and a nurse who is in constant attendance, and it is a great satisfaction to note the improvement, both mental and physical, in these scholars after a short attendance at the school. This superior efficiency has not been reached without intelligent and continuous labor on the part of the school authorities. From the time when Superintendent Dickinson moulded into shape the little group of primitive schools in 1872, there has been a gradual advancement along educational lines, the work being continued by the successive officials, with the splendid result now existing.

In the early days, the endeavor to add to the Jersey City school system a high school department met with decided opposition; not only on account of the added expense to be incurred, but because of a general sentiment on the part of the authorities that the higher grammar grades afforded sufficiently advanced education for the ordinary pupil. In 1872 the need of such addition became so apparent that a determined effort was made to effect its speedy accomplishment. Fortunately the city school superintendent at the time of the effort to introduce into the school system a higher grade of education, was William L. Dickinson, a man whose whole life had been devoted to the cause of education, and who was ever alert to urge any advancement along educational lines. He threw his whole energy in support of the movement, and at last the efforts were crowned with success. Number Five School building on Bay street was just about completed, and the third and fourth floors of that building were assigned for high school purposes, and George H. Barton was appointed principal. In November, 1872, this department was opened with a registry of seventy-three scholars. The organization had scarcely been effected when the building was badly damaged by fire, necessitating arrangements for temporary accommodation of the classes. This was secured by the rental of a portion of old Keplar Hall, now known as the Academy of Music. On the completion of the necessary repairs to Number Five building, the pupils returned to their old quarters, and in 1875 the first class to be graduated numbered twenty-four. On the death of Superintendent Dickinson, Mr. Barton was made city superintendent, and Abner D. Joslin, at the time principal of No. 12 Grammar School, was appointed principal of the high school, succeeding Mr. Barton.

The position became distasteful to Mr. Joslyn, and after a short period of service in that position he was returned to his old position at No. 12 School, where he remained until his voluntary withdrawal from all active school duty. On Mr. Joslyn's resignation from the principalship of the high school, he was succeeded by Addison B. Poland, who was noted for his superior educational equipment. In 1887 Dr. Poland became city superintendent, succeeding Mr. Barton. During his administration several reforms, or rather advancements, were inaugurated. During his administration the high school course was lengthened to four years, and the Training School for Teachers reorganized. William L. Sweeney, then principal of Grammar School No. 14, succeeded him as principal. It was during the administration of Sweeney that the present efficient city superintendent, Dr. Snyder, was lured from his home at

Easton, Pennsylvania, where he was at the time principal of the high school of that city, to become head of the classical department of the high school of Jersey City. Other positions awaited him, but fortunately for Jersey City, he decided to cast in his lot here. In 1891 Dr. Snyder was made principal of School No. 2, in Erie street, and one year later, in 1892, he became city superintendent, a position he still fills most acceptably.

In 1894 Mr. Sweeney returned to his old position as principal of Grammar School No. 14, and was followed as principal of the high school by Amos H. Thompson, who remained as such for two years, when Charles S. Haskell was appointed to succeed him, but in 1897 he yielded to a call from Brooklyn, New York, and Dr. James L. Hopkins, the present incumbent, was appointed as his successor. When Dr. Hopkins became principal of the high school in Bay street, the organization consisted of seventeen teachers and five hundred forty-three pupils. The school accommodations were becoming greatly congested, so much so that from ninety to over one hundred pupils were sometimes crowded into class rooms originally designed for forty scholars, and the building was becoming very unsanitary. The conditions compelled an immediate movement for securing a site for a suitable building that would meet all high school wants for some years.

As usual in all public operations of any magnitude, the choice of location evoked much discussion. At last the present site of Dickinson High School, so named in memory of former Superintendent William L. Dickinson, was determined upon, being the old Harrison estate, located on the brow of the hill and conveniently reached from all parts of the city. The building was completed in 1906 and at once occupied. At that time the building was only one-half its present size. Dr. Hopkins took with him into the new building from old No. 5, 910 pupils, and it was thought that sufficient accommodation had been provided for several years to come, but within four years an enlargement was found necessary to accommodate the inrush of pupils. Half-time classes were formed, and it was decided by the Board of Education that the building should be enlarged, and at the same time provision made for a course of industrial education. The size of the building was doubled, resulting in the splendid and commanding structure as seen to-day, one of the best equipped high school buildings in the country. Workshops with suitable machinery were installed, and the first institutional high school in the United States was thoroughly organized.

In December, 1911, classes were formed in the new institutional department, and at the school opening in September, 1912, the application for entrance into the high school was so large that the necessity for greater accommodation was forced upon the board, and it was decided to secure a site that would more conveniently accommodate the pupils from the old Bergen and Greenville section and thus relieve the pressure on the Dickinson High School. Hasbrouck Institute building, that school organization having recently disbanded, was the only building at all suitable for immediate relief, and the site, with additional property for the erection of a sufficiently commodious building was purchased. Meanwhile the old building was utilized and made suitable for occupancy. Sessions were opened in 1912, with a registry of 364 pupils and a staff of nine teachers. Plans were adopted for a new building, and the present handsome and substantial structure was completed in 1919. In February, 1923, at the beginning of the school year, there were gathered in the new building an organization of sixty-nine teachers and 2,023 pupils. Since the occupation of the new building, the present Lincoln High School,

there have been graduated 978. February, 1923, pupils in Dickinson High School, 4,060.

Perhaps a brief description of the curriculum of the institutional department of the Dickinson High School may present a better understanding of its scope. In the basement may be found the gymnasium, lockers and lunch rooms, while the other four stories are appropriately arranged for their separate uses. The building and grounds with equipment represent an outlay of nearly a million and one-half dollars. The special equipment for industrial work cost in the neighborhood of \$125,000. "The aim of the courses in the industrial department of the Dickinson High School is to prepare boys and girls for definite vocations and for efficient industrial citizenship, thus extending to them the opportunity for specialization during the period of secondary education. Its courses offer preparation for industrial efficiency to young people who never find an opportunity to fit themselves for a specific occupation and service, beyond the grammar and high school." The specified industrial courses are intended to be strictly vocational, and it is assumed that pupils who may elect any of these courses have a fairly definite idea in regard to the particular vocation they wish to select and for which training is offered. The courses of instruction are planned to qualify those who complete them, for positions in industrial work of similar character.

The academic studies for industrial pupils coördinate wherever possible with the various phases of the special kinds of shop work, and at the same time aim to give a thorough understanding of the fundamental requirements of each academic subject. Problems in both mathematics and science are taken from the shops and drawing rooms and discussed in the class rooms. The courses for boys during the first two years are all about evenly divided between shop work, mechanical drawing and academic work, or English, mathematics and sciences. The specialized courses of the last two years are: Machine design, pattern making, etc.; architectural drawing, including details for building construction, etc.; electrical construction, study of types of motors and generators, storage cells; machine shop practice, intended for those boys intending to become machinists; carpentry, instruction in the usual branches and bench work, etc.; cabinet making, making of furniture, wood finishing, designing cabinets, etc.; pattern making, including the making of a great variety of patterns, etc.; printing, typesetting and press work, with artistic merit and mechanical excellence; foundry practice, in bench and floor molding, cupola practice, etc.

There are also industrial courses for girls, the object being to instruct in the practical, economical and artistic values of homemaking and housekeeping. The course in domestic art includes a thorough training in the use of sewing implements, methods of garment construction, etc. The course in domestic science is to teach all the subjects pertaining to the care and duties of a home. Physiology and hygiene are taught as applied sciences. The specialized courses of the fourth year are planned to lead to positions of responsibility in the industries that have been studied.

The continued efficiency and evident prosperity of the Dickinson Institutional High School, as it might with justice be called, and the full attendance there, bears witness to the general appreciation there offered through the various courses, for instruction in all branches of educational and industrial life.

The Board of Education, or, to be more precise, the Department of Public Instruction, is in a measure independent of the City Commission, in that it has

entire control and construction of the school buildings and grounds, absolute power to appoint teachers and employees; and, in fact, to direct all matters pertaining to public instruction. It consists of nine members, who are appointed by the mayor in three groups, each group to serve for three years, so as to make a continuing body.

In order to relieve the pressure for school accommodation in both grammar and high schools, the junior, or more properly called intermediate schools, are established in each section of the city. Two are now in progress of construction, one in the Greenville section and another in the old Bergen section. These are intended to accommodate the three higher grades of the grammar school and the three lower grades of the present high schools, thus relieving those institutions to that extent.

In order to provide for prospective demands for larger school accommodation and to eliminate all half-time classes, special attention is now being given to the location and construction of new buildings in order that all sections of the city may be provided for, but probably the greatest relief will be through the opening of the junior high or intermediate schools now in course of construction.

As an enlargement of the curriculum, there have been established classes for the incorrigibles, defectives, the deaf, the backward, and the ænemic, accommodation for medical and dental inspection and for physical training and child welfare.

The school equipment of Jersey City consists of the following: One administration building; two high school buildings; three junior high or intermediate buildings; thirty-eight grammar and primary school buildings; the total value of which may be tabulated as follows: Buildings and grounds, \$10,000,000; books and stationery, \$200,000; furniture and supplies, \$1,000,000; total, \$11,200,000.

Other Schools—In addition to the public schools enumerated here, there are in Jersey City a number of parochial schools established by the Catholic persuasion, through which much of the ordinary school congestion is avoided. The first parish Catholic school established in Jersey City was organized in the basement of a private house on Newark avenue, near Warren street, in the very early life of what is now Jersey City. After the completion of the first St. Peter's Church building on Grand street, the school was removed thither and occupied the basement, which had been suitably fitted up for the purpose. It was here under the superintendency of Timothy McCarthy. The next home for the school was Washington Hall, then located at the corner of Gregory and Henderson streets, and remained there under the charge of Mr. James Brann, who succeeded Mr. McCarthy, until St. Peter's School, corner of Van Vorst and York streets, was completed, when the school passed under the care of the Christian Brothers.

At the present time there are twenty-one parochial schools in Jersey City, as follows:

	<i>Total Enrollment.</i>	<i>Average Attendance.</i>
All Saints' School, Lafayette and Whiton streets.....	612	560
St. Aedan's School, Tuers avenue.....	620	560
St. Aloysius' School, 103 West Side avenue.....	655	594
St. Ann's School, 209 Tonnelle avenue.....	435	414
St. Anne's School, Nelson avenue and Congress street.....	330	282
St. Anthony of Padua, 346 Sixth street.....	1,699	1,415
St. Boniface School, 258 First street.....	218	192
St. Bridget's School, 197 Mercer street.....	1,149	1,045

	<i>Total Enrollment.</i>	<i>Average Attendance.</i>
St. John's School, 3044 Boulevard.....	1,059	1,004
St. Joseph's School, 252 Baldwin avenue.....	1,415	1,181
St. Lucy's School, 613 Grove street.....	532	454
St. Mary's B School, 240 Second street.....	308	296
St. Mary's School, 209 Third street.....	840	765
St. Michael's School, Erie and Tenth streets.....	1,098	956
St. Nicholas' School, 120 Ferry street.....	414	356
St. Patrick's School, Bramhall avenue.....	1,300	1,169
St. Paul's School, Linden avenue.....	891	798
St. Paul's of the Cross, 212 Sherman avenue.....	727	652
St. Peter's School, 151 York street.....	658	610
Sacred Heart, 187 Bayview avenue.....	1,076	889
Our Lady of Cgestochowa, 188 Grand street.....	930	885
Total	16,975	15,077

St. Peter's College was chartered as a university by a special act of the Legislature of New Jersey, April, 1872, and opened September 2, 1878. It first conferred academic degrees in June, 1889. There are two departments, the Collegiate, and the Academic or High School. These departments have been duly recognized by the New Jersey State Board of Education, and are registered as an approved school maintaining a complete four-year college and high school course. The four-year college course leads to the degree of Bachelor of Arts. The object of the high school is to afford boys who have finished grammar school a solid classical training and a thorough preparation for entrance to college. It is located on Grand street, near Warren, in the old Paulus Hook section of Jersey City. Its educational system follows substantially that of all the high schools and colleges conducted by the Society of Jesus in every part of the world, based upon a system outlined by the most prominent Jesuit educators in 1599 and revised in 1832; it secures on the one hand that stability so essential to educational thoroughness, while on the other hand it makes liberal allowances for the varying circumstances of time and country. The College and High School is entirely dependent for its maintenance on a very small tuition fee and on private donations.

St. Aloysius' Academy was established in 1865, in the old St. Peter's Church building on Grand street, Paulus Hook section of Jersey City. Small in number at first, the school prospered until at the present day its organization is divided into three departments, each occupying its own separate building, the lack of accommodation compelling the grammar and primary departments to secure a location for themselves at the Boulevard and Kensington avenue on the Heights, the commercial department remaining temporarily in what might be deemed the old homestead, and the high school section likewise removing to the Heights at the corner of Bergen and Bentley avenues. The curriculum of the latter prepares for college entrance, teaching the higher branches of mathematics and literature in special courses likewise.

Another prosperous educational institution to be added is St. Dominic's Academy for young ladies. The school was founded in lower Jersey City in 1898, by the Sisters of St. Dominic. It is a select private school for young ladies, and its curriculum covers all the ordinary branches of education. The department of music is specially noticeable, being under the charge of skilled musical instructors. The academy is allied with the State Board of Education, and has an attendance of 125 students. In 1915 it secured its present location, corner of Bergen avenue and Fairview, Jersey City Heights.

Several Jewish schools have been established in Jersey City by the different Jewish congregations. The Jessivath Knesseth Israel, No. 315, Third street, occupies a two-story building with five class rooms, four teachers, and 200 pupils. The Hebrew School of Five Corners, located at 9 Fraser place, has four class rooms and 168 pupils; a music department with four teachers giving individual instruction to twenty-five pupils; a senior and junior choir with a membership of seventy-five. The principal also conducts Sabbath services. The Talmud Torah Association of Jersey City Heights, located at No. 100 Sherman avenue, with four class rooms and 150 pupils. There is a Talmud Torah building in each section of Jersey City. The total number of pupils receiving instruction in Hebrew schools is as follows: Talmud Torah, lower Jersey City, 200; Talmud Torah, Hudson City, 258; Talmud Torah, Bergen, 175; Greenville section, 100; Tiffereth Israel congregation, 30; total, 763 pupils.

Early Schools—In the early days, the public school system then existing was largely supplemented by a number of private schools scattered throughout the communities now comprising the present Jersey City. In what is known as old Jersey City, or Paulus Hook and Van Vorst township, there were several schools.

The most notable of these was the School for Young Ladies, established by the Misses Chadeaynes in the early 50's. It at first occupied the second story of the building still standing on the southwest corner of Grand and Green streets, the first story of which was occupied by the Morris Canal and Banking Company. This school became very flourishing, and in a few years the Misses Chadeaynes purchased the adjoining building, known locally as the Latourette house, from the fact of its having been previously occupied by a family of that name. The higher branches of English were taught as well as a smattering of French and Latin. The school continued for some years, but owing to the failing health of the principal it was discontinued about the year 1870.

In the section then known as North Bergen, the Misses Graves opened a School for Young Ladies in a private house then standing on the southeast corner of Bergen and Pavonia avenues, the present site of the Westminster Presbyterian Church. The attendance increased rapidly, and the building still located on the southwest corner of Bergen avenue and Cottage street was erected by Mr. Jared W. Graves for his sisters, as a Seminary for Young Ladies. It was at once successful, and continued until the death of one of the principals, when it was discontinued.

In the Bergen section, Amos W. Kellogg established a school on Bergen avenue, east side corner of Hudson (now Storm) avenue. This was discontinued after a prosperous career, when Mr. Kellogg became interested in an educational publication and closed the school.

These were the principal private schools in those early days, but the gradual elevation and enlargement of the public school curriculum had its effect and the patronage of the private schools was in a great measure transferred to the public schools, and their number gradually diminished until the Hasbrouck Institute was the only one of the earlier schools remaining. This school was based on a somewhat higher plane than any of its confreres, aiming to present a complete preparatory course for college entrance, and it is worthy of at least a brief description. In 1856, Washington Hasbrouck established a private school, corner of Mercer and Barrow streets, and in a short time secured an extensive patronage, and in 1866 removed to the Lyceum building,

still standing on the south side of Grand street, west of Washington. Dr. Hasbrouck remained there with increasing prestige until 1876, when he was called to the principalship of the State Normal School at Trenton.

Dr. Hasbrouck was succeeded by Messrs. Miller and Stimets, who reorganized the school as Hasbrouck Institute. At this time it was a school for boys exclusively, but in 1880 a girls' department was added, under the superintendence of Miss Carrie Stow, later Mrs. Horace Wait. Mr. Wait became associated with Mr. Stimets on the retirement of Mr. Miller in 1877, and remained as such until 1899. The movement of the population toward the Hill section, and the absolute necessity for providing additional accommodations, suggested the advisability of procuring some more suitable quarters, and in 1892 a large plot at corner of Crescent and Harrison avenues was purchased and a proper building erected thereon, which was first occupied at the beginning of the fall term, September, 1893, having remained in the Lyceum building from 1866 to 1893. The registry at the time of removal was 305 pupils. For a time the enterprise flourished, but the enlarged and increasing facilities for general and advanced education instituted by the public school system of Jersey City drew many away from the institute, and the attendance dwindled. Mr. Wait became connected with one of the high schools of New York City, and Mr. Stimets curtailed expenses as far as possible of maintaining the school, but the inevitable was reached and the school discontinued. As heretofore stated, the property was purchased by the Jersey City Board of Education, leaving at the present time only the Bergen School for Girls in existence, which is performing its work quietly but effectively, and is still in a flourishing condition.

The death of Superintendent Snyder during the summer vacation of 1923, followed closely by that of Dr. Hopkins, former principal of Dickinson High School, who had been appointed as his successor, removed from the school system of Jersey City two of its foremost educators. Their long connection therewith gave them a thorough understanding of its needs and enabled them to build up the present efficient organization. The appointment of Edward Murphy, who had been for many years a close associate of Dr. Snyder, and consequently intimately acquainted with and a firm supporter of his policies, guarantees the continuance of the present efficient school system.

CHAPTER XVIII.

FINANCIAL.

In the very early life of Jersey City, local banking facilities were lacking; New York or Newark presented the only relief for the few inhabitants. In 1804 the Newark Banking and Insurance Company obtained authority to establish a branch bank at Paulus Hook under the name of the Jersey Bank. Its experience does not seem to have been encouraging, for in 1811 it obtained a New York charter and located in that city under the name of the Union Bank. In 1818 another bank was incorporated under the name of The Jersey Bank, likewise, but was not sufficiently sustained and closed its doors in 1826. Several other financial institutions were attempted but were shortlived.

The first bank of deposit to become a permanent institution was the Hudson County Bank, organized May, 1851, with Dudley S. Gregory, John Griffith, Jacob D. Van Winkle, Samuel Wescott, Abraham Becker, Matthew Armstrong, John Cassidy, Minot C. Morgan, John Van Vorst, James Kellam,

and James M. Hoyt, directors. John Cassidy was elected president, and Albert T. Smith (school principal) cashier. The bank was first opened in a room on Washington street, north of Montgomery, in August, 1851. Two years later the lot at 253 Washington street was purchased and the building still standing was erected thereon. The institution was prosperous from the first opening, and its continuous growth demanded better facilities, and in 1888 the property at the southwest corner of Washington and York streets (the present location) was purchased and the present substantial building erected and occupied for banking purposes in 1890. In 1854 Augustus A. Hardenbergh was elected assistant cashier, and in 1856 Judge Griffith became president, resigning in 1858, and was succeeded by Matthew Armstrong, who continued in that position until his death in 1865. During this year the bank was reorganized under the National banking law as the Hudson County National Bank, with Matthew Armstrong as president, and Augustus A. Hardenbergh as cashier, he having served the State Bank in that capacity since 1858. In 1876 Mr. Hardenbergh was made president, and so continued until the time of his death in the fall of 1889. Succeeding Mr. Hardenbergh, Richard C. Washburn became president, J. Warren Hardenbergh, the son of President Hardenbergh, having been elected cashier in the spring of 1889. Dr. J. D. McGill followed Mr. Washburn as president, and was succeeded by Nelson J. H. Edge, who retired in 1923, and Samuel Drayton, who had been the cashier for some years, became president, and during his administration the old Hudson County Bank in its union with the Union Trust Company ceased to be a separate institution.

The Union Trust Company, which may be called the residuary legatee of the Jersey City Bank, which was organized in the spring of 1856, may be considered as originating during the early days of Jersey City. Like the Hudson County Bank, the old Jersey Bank was reorganized under the National banking law in 1864 and became the Second National Bank of Jersey City. The first directors were Blakely Wilson, Joseph M. Brown, H. M. Traphagen, Daniel T. Hoag, Robert McLaughlin, Joseph McCoy, Isaac I. Vanderbeck, Horatio N. Ege, John Neilson, William Pearsall and Joseph M. Fuller. Blakely Wilson was elected president, and William Hogencamp cashier. Blakely Wilson died in 1875 and was succeeded as president by Mr. Hogencamp, with Edward N. Wilson, son of the former president, as cashier. His death occurred in 1882, and James G. Hasking was elected his successor. Several changes occurred in the officials until 1908, when Samuel Ludlow was elected president of the Second National Bank, which later became the Union Trust Company, erecting and occupying the building located on the southwest corner of Montgomery and Washington streets, and Mr. Ludlow resigning, Frank C. Ferguson became president. The union of the two last mentioned monetary organizations, viz., the Hudson County National Bank and the Union Trust Company, merged under the name of The Union Trust and Hudson County National Bank, combines the abilities and resources of two of the oldest and most prominent banks of Jersey City, the former having kept pace with the development of the county for nearly three-quarters of a century, while the latter has been in existence as a financial organization about the same length of time, although under different names. At the opening of the consolidated banks in 1923, the combined resources were \$17,806,239.04, with a capital and surplus of nearly \$2,000,000.

The Mechanics' and Traders' Bank was organized March, 1853, at a gathering of some of the prominent men of Jersey City. Moses B. Bramhall, A. O.

Zabriskie, Michael Lienau, Samuel Griffing, Cornelius Van Vorst, Andrew Clerke, Josiah H. Gautier, Charles Clarke, S. Alofsen, Selah Hill and Thomas W. James were made directors, Moses B. Bramhall was elected president, and John S. Fox cashier. The bank was started on the corner of Washington and Mercer streets, and afterward removed to its new building, corner of Washington and Montgomery streets. In 1860 Michael Lienau succeeded Mr. Bramhall as president, John S. Fox continuing as cashier. A location nearer the ferry entrance was deemed advisable, and the building, corner of Hudson street and Exchange place, was secured. Within a few years an enlargement of the building became necessary. In 1864 the bank reorganized as the First National Bank of Jersey City, with John S. Fox as president, Michael Sandford, cashier, and the next year (1865) Edward F. C. Young, who was then teller of the Hudson County Bank, was elected assistant cashier. On the death of Mr. Fox in 1871, A. H. Wallis was elected president, and in 1874, Mr. Sandford resigning, E. F. C. Young was elected as his successor, and George W. Conklin succeeded Mr. Young as assistant cashier. President Wallis died in 1879 and Mr. Young became president, and continued as such until the time of his death. Under the shrewd guidance of Mr. Young, the First National soon became identified with the leading financial institutions of the State. On the death of Mr. Young, George T. Smith became for a short time the acting president, but his connection with the New Jersey Title Guarantee and Trust Company made it impossible under the new law to hold both offices, and on his retirement as president of the First National in 1916, Edward I. Edwards was elected to the presidency; Henry Brown, Jr., cashier; and Jacob R. Wortendyke, assistant cashier. Under the administration of Mr. Edwards, the bank's business has greatly expanded, demanding additional accommodations. The whole frontage of the block on Hudson street between Exchange place and York street having been secured, the erection of a building that would not only serve the needs of the bank for some time in the future, but also become a source of investment through its renting capacity, was decided upon, with the result that the present costly and substantial structure was erected and occupied in the fall of 1922. A description of the building in detail would convey no more of the reality than to claim that there is no building even in the neighboring city that can surpass its thorough equipment for banking purposes or costly ornamentation. Particular attention has been given to every possible form of protection. The approaches to the great vault have been constructed with the view of securing complete safety in every respect, and the immense circular door protecting it (weighing ninety tons and forty-three inches thick) would seem with its appropriate imbedding to justify the claim of perfect and complete security.

The Trust Company of New Jersey, although having its origin in the city of Hoboken, has in recent years cast in its lot with the financial institutions of Jersey City, having located its permanent home and general office on the southwest corner of Bergen and Sip avenues, Jersey City Heights, where its lofty structure overtops all surrounding buildings and attracts the attention for miles around. The bank was organized as a trust company in 1899, by William C. Heppenheimer, Henry Mehl, John Mehl, Jr., and A. P. Hexamer, first establishing itself in Hoboken. Noting the need of banking privileges in the Bergen section, in 1902 a branch was established on Monticello avenue and Emory street under the name of the Bergen and Lafayette Trust Company. The result has proven the venture was justified, for the clientage of the bank

has continued to increase from the day of its beginning. Again, in 1911, the opening of the Hudson and Manhattan tube station at Summit avenue indicated a near increase of population at and about Journal square, and a consequent opportunity for establishing a banking institution in that vicinity, and the president, ever on the alert to grasp every opportunity that promised the advancement of his organization, opened up a second branch of the Trust Company of New Jersey under the name of the Carteret Trust Company. Its success was assured from the first, and the demand for banking privileges, with the rapid growth of the neighboring community, seemed to justify the removal of the parent institution to the Heights, and the directors to erect a building that would suitably accommodate its greatly increasing business. In 1921 the building was completed, fully equipped and occupied.

In 1913 the consolidation of trust companies was made possible, and in the month of September of that year, the Bergen and Lafayette Trust Company, the Carteret Trust Company and the People's Safe Deposit and Trust Company (which had been formed several years previously) were all made branches of the Trust Company of New Jersey, with combined assets of \$17,656,778.78, and in June, 1921, at the time of the occupancy of the new building on Jersey City Heights, the total resources were given at \$37,343,663.43, and January, 1923, a further increase is shown in its report.

In 1868 a charter was issued by the Legislature of New Jersey incorporating the Hudson Storage and Indemnity Company, but no immediate action was taken. In 1888 this old charter was secured and amended under the name of the New Jersey Title Guarantee and Trust Company. The first officers were: A. Q. Garretson, president; Frank Stevens, vice-president; and William H. Corbin, secretary and treasurer, thus bringing into the financial world of Jersey City an institution founded upon an entirely new basis. Its charter gave the institution broad and comprehensive powers in addition to the usual banking privileges usually granted to banking institutions, viz., acting in a fiduciary capacity, as trustee or guardian, searching and guaranteeing titles of land, loaning on bond and mortgage, etc. The enterprise was started at No. 45 Montgomery street, and from the very first its business developed rapidly. In 1891 enlarged accommodations were demanded, and the property at No. 83 Montgomery street was purchased and a building erected, but in a short space of time this likewise becoming inadequate, the adjoining property was purchased and the present substantial structure erected thereon. The progress of this institution has been continuous until it is recognized to-day as one of the State's strongest financial institutions.

The Commercial Trust Company was incorporated in December, 1899, and in January, 1900, organization was perfected, with J. W. Hardenbergh as president, George W. Young and Robert S. Ross vice-presidents, Oscar L. Gubelman secretary and treasurer, Allen L. McDermott counsel—a combination well versed in all phases of finance, the president by virtue of his deep study of the subject and long practical experience in connection with his service at the Hudson County National Bank being specially fitted to supervise the launching of the new enterprise and its management, as has been proven by its continued successful progress. On the death of Mr. McDermott, Colonel Willard C. Fisk became his successor. Business was commenced in a small room at No. 55 Montgomery street, fitted up for temporary occupancy. The property formerly occupied by Taylor's Hotel was purchased and a building erected which was fully completed, equipped and occupied in readiness for banking and trust duties in October, 1901. In the construction of the building,

the demand for convenient office accommodation was recognized and the upper stories so arranged, the location permitting not only well lighted but well ventilated offices. From the very beginning, the wisdom of the enterprise has been justified. The growth of the organization has been regular and healthful, and to-day it stands at the head with other leading financial institutions of the country. The reliability of the institution was early recognized not only at home, but a large and increasing clientage was secured from the neighboring city, its facility of access from the business and financial section of that city bringing it into favorable competition with the banking institutions there. The financial report of the Commercial at the close of the first six months' business shows assets \$2,546,465.84, and after twenty-two years of active business life the report of December, 1922, shows assets at that date to be \$44,415,391.48, with a surplus and undivided profits of nearly \$2,250,000. For the accommodation of its customers in those sections of the city, in 1915 the Commercial Trust added as branches the Jersey City Trust Company, located in the old Hudson City Section, and the Third National Bank at Grove and Morgan streets, for the convenience of the business and residential sections in that part of the city.

These two latter named banks had been in successful operation as individual banks for some years as follows: The Third National Bank, at first located corner of Pavonia avenue and Erie street, was organized in 1887. Directors were John D. Carscallen, Henry Lembeck, Oliver H. Perry, Frank J. Matthews. John D. Carscallen was made president, and W. M. Laws cashier. The location of the bank being a residential section in great part, it was deemed judicious, in order to take advantage of the increase of business houses along Newark avenue, to remove to the corner of Grove and Morgan streets in that vicinity. The change was shown to be judicious through the immediate increase of business. The other, the Jersey City Trust Company, was organized October, 1902, and located at the junction of Newark and Hoboken avenues, in the Hudson City Section. David W. Lawrence was made president. It being the only trust company in that section, and with the well and widely known reliability of the president, it became early recognized as a reliable and well managed institution, with constantly increasing business.

Savings Banks—The preceding sketches cover the earlier banks of deposit in Jersey City; several others have been established, and united with the older ones in setting forth the conservative and sound financial policies in common determined upon.

The oldest savings institution not only in the city but in the State, and still in a most flourishing condition, is the Provident Savings Institution, more familiarly known as the "Beehive Bank." It was first incorporated in 1839, and grew out of the Washington Benevolent Society of Jersey City. The desire of its founders was to establish a place of safe deposit for the savings of wage earners so that the value and utility of economy might be realized. The charter of the Provident was held in abeyance until 1843, when a permanent organization was effected with Dudley S. Gregory as president and Thomas M. James secretary and treasurer. A room was secured in Temperance Hall, at that time located on the northeast corner of the then City Hall place (now Cooper place) and Gregory street. The first day's deposit was \$227, to which was added \$30 on the second day. At an early stage of its existence the bank met with a disaster that threatened to destroy it in its infancy. Having no safe or vault of its own for the safe keeping of the deposits, the money received

during the day was taken to Mr. Gregory's office at the close of business, for safety. November 6, 1843, the deposits were recorded as amounting to \$314. Of this amount \$61.50 was expended for necessary books, stationery, etc., leaving a balance of \$252.50. This whole amount was stolen, leaving the institution bankrupt. At a meeting called to consider the situation and provide means for meeting the deficit, President Gregory offered to loan the necessary amount with the proviso that if the bank was successful the amount should be returned to him with six per cent. interest, otherwise no interest would be expected. The offer was accepted, and the result has proven the wisdom of the action, for from the annual report of January, 1849, it appears that the amount received on deposit from the time of the bank's commencing business was \$82,745.83, and at the same date its assets, including cash on hand of \$1,490.18, was \$35,474.30, amount due depositors \$34,202.94. At the beginning of the year 1923, the January report shows assets \$29,544,163.45, liabilities \$26,971,272.53, surplus \$2,572,890.92. This great increase in the volume of business has not been brought about through any recent development, for through all the years of the bank's existence, notwithstanding periods of general financial disturbance, the growth of the bank has been continuous. The careful and conservative policy instituted by its founders at its organization has been continued by its successive officials with the result that to-day the Provident Savings occupies a leading position among the savings banks of the State.

In 1853 the bank was located in the basement of the building situated on the southwest corner of Washington and Plymouth streets, the second floor of which was then occupied by the old Mechanics' and Traders' Bank. On the removal of the latter to the corner of Washington and Montgomery streets, the Provident removed to the banking rooms vacated by them, and there remained until the completion of its present commodious building, located on Washington street, near Grand, in 1889. The officers of the bank for 1923 are as follows: President, James B. Throckmorton; vice-president, David W. Lawrence; secretary and treasurer, James S. Newkirk, whose active service with the bank dates back for a period of fifty-three years; Dudley P. Holcomb, assistant secretary and treasurer; assistant secretary, Frederick H. Bennett; auditor, Clarence G. Newkirk.

The Hudson City Savings Bank was incorporated March 27, 1868, by Garret D. Van Reipen, Benjamin F. Sawyer, George V. De Mott, Joseph E. Culver, Charles Gobisch, and others. The first meeting of the managers was held April 23, 1868, at the home of Charles Gobisch. The bank was organized on a firm, substantial basis, and the well known character of the persons interested in the enterprise at once secured a large and increasing clientage, so that it early became recognized as one of the most flourishing financial institutions of the city. Its presidents have been as follows: Garret D. Van Reipen, April 23, 1868-August 15, 1868; January 9, 1873-September 21, 1899; Benjamin F. Sawyer, August 15, 1868-January 9, 1873; John Headden, Jr., September 21, 1899-August 12, 1909; A. A. Franck, August 12, 1909-July 16, 1914; John Headden, Jr. (3rd), July 16, 1914-December 28, 1917 (deceased); Robert J. Rendall, January 10, 1918—. In 1920, the building then occupied becoming inadequate to the institution's needs, the present commodious quarters were secured and equipped to meet the demands of its increasing business.

Another of the old financial institutions of Jersey City is the Fifth Ward Savings Bank, located at Pavonia avenue and Erie street, incorporated in 1883. The first board of managers was composed of Henry M. Traphagen, Andrew J. Post, Charles W. Cropper, Henry Wood and John H. Burgess. Mr. Traphagen was made president, and Charles L. Rickerson treasurer, who

shortly resigned and was succeeded by George H. Gould, who still continues in that position. The bank commenced business at Pavonia avenue and Erie street, in a residential district, and from the very beginning was successful. On account of its increasing business, to secure greater accommodation it removed to the corner of Grove street and Pavonia avenue. As an evidence of the faith in the institution and its growth, its depositors number over nine thousand, and deposits during the last year of over \$3,000,000. On the death of Mr. Traphagen in 1884, John H. Burgess was elected as his successor. Later, John H. Ward was elected president and still occupies that position.

The annual reports of the banks of Jersey City at the close of the year 1922 show a most gratifying statement of their financial condition, and, likewise, of the general prosperity of the whole community. An increase of \$40,000,000 in deposits over the previous year in the banks of the county, fully \$25,000,000 of which may justly be claimed by the banks of Jersey City, certainly indicates not only an era of general prosperity but a corresponding spirit of thrift and economy. In connection therewith, the accumulation of so-called Christmas funds, established only a few years ago, reported as over \$2,000,000, proves that the value of that system of savings is being more and more appreciated by the wage earner, and Jersey City is shown to be inhabited by an increasing number of thrift practicing citizens. The savings banks likewise show an increase in the deposits received during the year of about \$3,000,000.

There are several other financial institutions projected, some of which have been organized, such as the Bergen National Bank, with John Warren as president; the West Bergen Trust Company, Joseph M. Rector, president; the Home Title Guarantee and Mortgage Company, projected; Franklin National Bank, Dr. James H. Freilie, president, opened June 25, 1923.

The continued prosperous condition of the Jersey City financial institutions is shown in the following table, of date of June 30, 1923:

<i>Name.</i>	<i>Resources.</i>	<i>Surplus and Undivided Profits.</i>
Trust Company of New Jersey.....	\$48,364,908 76	\$2,532,511 40
Commercial Trust Company of New Jersey.....	45,821,851 45	2,212,253 70
New Jersey Title Guarantee & Trust Company.....	23,389,840 39	1,122,343 72
Union Trust & Hudson County National Bank.....	18,450,567 39	884,450 14
Mercantile Trust Company.....	8,000,000 00
Lincoln Trust Company of New Jersey.....	6,537,670 82	511,692 59
Greenville Banking & Trust Company.....	6,347,312 89	254,363 20
West Bergen Trust Company.....	639,708 32	51,082 90
First National Bank of Jersey City.....	20,607,500 73	1,833,533 45
Merchants' National Bank of Jersey City.....	4,547,198 34	131,542 58
Bergen National Bank.....	1,526,595 81	310,089 58
Claremont Bank of Jersey City.....	7,765,525 68	283,674 31
Provident Institution for Savings.....	29,544,163 45	2,576,638 54
Fifth Ward Savings Bank.....	3,807,611 01	167,461 74
Hudson City Savings Bank.....	6,519,268 31	311,647 67

Another agency for inculcating the habit of thrift and economy for the wage earner is the Building and Loan Association as is shown by their methods. The certainty of becoming a house owner without being weighed down by a heavy financial burden, with an uncertainty of future release, through the system employed by these associations, creates an encouragement that fills the future with hopefulness and bright visions, for the thought that in the not distant future, the full ownership of a home, free, without any incumbrance, may be secured through small and systematic contributions, is

a strong incentive to the practice of thrift. Probably the first Building and Loan Association formed in Jersey City was organized in 1880 through the efforts of Mr. J. C. McBurney, Frank O. Cole, and Major Gaines, as the Bergen Mutual Building and Loan Association. Major Gaines was elected president, and Frank O. Cole secretary. The first organization was based upon what was known as the Philadelphia method. After a short trial this was found cumbersome and discarded. A simpler form devised by Mr. Cole was adopted and its application was found to be so satisfactory that it has been adopted by all subsequent organizations and is still in vogue. The official report of date June 30, 1922, shows that there are in Hudson county over one hundred building and loan associations, sixty of which have their home within the limits of Jersey City, and all in a healthy and flourishing condition.

CHAPTER XIX.

POLICE AND FIRE DEPARTMENTS.

In the early days of the newly constituted city there was no organized police protection, and it was not until the periodical invasions of the tough characters from New York City compelled the citizens to consider some method of self-protection that certain citizens were designated "to preserve the peace in extraordinary cases," otherwise constables were considered sufficient for such purpose.

Under the charter of 1820 the Board of Selectmen were empowered to enact ordinances in relation to "the ordinary conduct of the inhabitants and others therein so far as regards the Public Peace and Tranquility." There seems, however, to have been some difficulty in the enforcement of these ordinances, for in 1829, under the new charter, the board was increased to seven, and "in order to carry their ordinances or by-laws into complete effect," they shall appoint an officer who shall be denominated or called "the City Marshal * * * who shall be entitled to the same fees for his services and be liable to the same penalties as constables are." The selectmen were also to provide and regulate a night watch, and "if necessary for the greater security of person or property, to erect and maintain a watch house." Hiram S. Meeker, Lewis Randolph, Charles Schrivner, Isaac Seaman, James Pollard, Lorenzo Jaquins and John Post were appointed as watchmen. They were "to wear Hats and Weapons such as are now worn by Watchmen of the City of New York, but to have painted on the front of the Hats 'Jersey City Watch,' and to be the property of the City." In 1837 four night watchmen were appointed, and in 1841 six watchmen at call were added, at \$1 per night. A few years after, the duties of watchmen and lamplighters were combined.

In 1838, under the change of government at that date, the Common Council was commissioned to appoint watchmen and to build and maintain a city prison, "provided no person shall be kept confined therein * * * for a longer period than Seven Days, when if not liberated * * * they shall be removed by the proper officer to the Common Jail of the County of Bergen." Nathaniel D. Ellis was appointed city marshal, at \$50 per year. At this time the meetings of the Board of Aldermen were held at Buck's Hotel. In 1844 the city was divided into three lamp and watch districts. Robert Durant, William A. Pollard, and James McDonald were appointed to fill the offices, and the next year William A. Pollard was appointed "captain of the watch," and the city watchmen were required "to call the hour audibly from such points of

the city where they may happen to be: each hour from the setting of the watch until dismissal." In 1847, in addition to their regular police duties, the watchmen were required to clean, trim and light the public lamps, for which service they were to receive each \$30 per month. Peter Griffing was added to the existing force.

At this time the unruly element seems to have in a measure gained the ascendancy, for March 7, 1848, the following resolution was adopted: "Whereas a disposition has been recently manifested on several occasions, to disturb the order and quiet of the City, and whereas it is the duty as well as the determination of the Board to repress all disorderly and riotous conduct; therefore Resolved, That the Committee on Lamps and Watch be instructed to appoint chance watchmen not to exceed 50 in number, whenever they may deem it expedient," and the mayor was authorized and required "to employ a sufficient force to secure the safety of freight and passengers, as well as of the mails arriving and departing on the Cunard Line of Steamers." The building on Sussex street was fitted with cells for the confinement of those arrested. In 1852 a building on the corner of Henderson and Wayne streets was rented at \$100 per year for a "Watch House." In 1851 Benjamin Champney was made captain, and the force increased to 24 patrolmen uniformed, and a frame building corner of Wayne and Henderson streets was rented for police headquarters. In 1858 a detective force was added. In 1852 John R. Benedict succeeded Champney as captain of the force. During this year, gas for street lighting purposes was introduced, one hundred and seventy-four lamps being required for the then city. As an indication of the early recognition of woman's privileges, in the proceedings of the Board of Aldermen on June 16, 1857, we learn that Mrs. Ann Eaton received twelve votes for the position of lamplighter for the First Ward. One of the uninstructed ones, fearing to cast a negative vote, dropped a blank, thereby relieving himself of the charge of voting adversely. In 1854 Benedict was succeeded by Charles J. Farley, whose term of office was very brief. Thomas B. Kissam was appointed in the fall of 1856, and had the prestige of being recognized officially as the first chief of police of Jersey City. In July, 1857, he was succeeded by Benjamin Haines, who served for two years. In 1859 the force was reorganized and Jacob Z. Marinus made chief. The force was increased to thirty-two patrolmen. A brick station house was erected corner of Gregory street and Cooper's alley, in the rear of the then City Hall, and a watch and bell tower built above it.

The political overturning in 1866 caused a new organization of the Police Department. By legislative action a board of police commissioners was created and Jersey City became the Hudson River Police District, with John W. Pangborn, Henry Fink and Isaac W. Scudder as commissioners. In the organization of same, John W. Pangborn was elected president, and Stephen Quaife clerk. Dr. Beriah Watson was appointed police surgeon. And now occurred a period of great political excitement. The city administration under Mayor Orestes Cleveland was not willing to relinquish control of the Police Department to the new commission and refused them admission to the city's police headquarters, and at the same time counseled the old force to disregard any orders issued by the new commissioners. They being unable to secure possession of the headquarters, met at the Darcy House, corner of Montgomery and Hudson streets, and appointed the same chief of police under the new regime as had been previously elected to that office under the old, Joseph McManus, thus leaving Captain Jordan as the ranking officer in the old, or

mayor's force, as it was called. The commissioners appointed an entirely new force, meanwhile the mayor's police force, according to instructions, remained on duty, so that there were at that time two forces patrolling the streets. The power of the courts was invoked, and after a period of great excitement, decided in favor of the legislative commission.

With good judgment the commissioners appointed such of the old force as were efficient, and the mayor's force collapsed. But the situation afforded a good excuse for the continuance of the agitation. The question of home rule was brought into the controversy, and the thought of legislative control was made as repugnant as possible on all occasions. This sentiment was spread throughout the State, and the result was shown in the election of 1868, when the complexion of the Legislature was reversed. The Hudson River Police Act was repealed, and the Jersey City Police District created. Under this act, Thomas Gaffney, Salmon W. Hoyt and Ephraim Pray were made commissioners. Chief McManus was removed, and Nathan R. Fowler appointed in his stead. The force now consisted of forty-four patrolmen and two detectives, and so remained until the consolidated government went into effect in 1871. Under the reorganization of the city government, the Legislature again appointed a commission to control the Police Department. As members of such commission, Thomas A. Gross, Isaiah S. Hutton, E. M. Pritchard, F. A. Goetze and Thomas Edmondson were appointed, and George Warren appointed clerk. Chief of Police Fowler resigned, and Edward McWilliams was appointed in his stead. McWilliams was attacked by some of his political enemies on the charge of collusion with an attempted robbery of the First National Bank. The attempted robbery was frustrated through the vigilance of the occupants of the adjoining building and the would-be burglars arrested. McWilliams' complicity was never proven, but he was displaced in 1873 by Benjamin F. Champney as chief of police, and Benjamin Murphy made inspector. Under their supervision and control the force reached a high state of efficiency.

In 1876 there was another political overturning. An act was passed by the Legislature, making the election of police commissioners mandatory, and in April of that year six commissioners were elected. On organization, Benjamin Champney was removed and Michael Nathan appointed chief. He was an aggressive, nervous individual, but fulfilled his duties with earnestness. In 1877, on the threat of railroad strikers, he added fifty patrolmen to the force at one swoop. Again in 1885 the pendulum swung in the opposite direction, and the Legislature enacted the "Term of Office" law that prevented the indiscriminate removal of members of the force, making inefficiency or incompetency the sole cause. In 1889 a new charter for the city was passed, repealing the old act and authorizing the mayor to appoint a new board.

On the adoption of the Commission Form of Government in 1913, the whole police force came under the direction and control of a chief, who is directly responsible to the Commissioner of Public Safety. The whole number connected with the police force of Jersey City in 1923 reaches nearly one thousand persons, this including clerical, surgical, instructive and administrative force. Over seven hundred are active patrolmen who are continually undergoing a system of instruction and drill that has produced a body of men unequalled in point of efficiency, and the general freedom of the city from vice or immorality of any kind testifies most emphatically to the efficiency of an intelligent and well drilled police force. The absence from the city of crime in

general is specially notable, for although, following in the wake of the World War, a crime wave seems to have swept over the whole world, but very few outrages have occurred within the borders of Jersey City, in a great measure due to the intelligent watchfulness of the efficient police force.

Fire Department—The Fire Department of Jersey City came into existence during the very early life of the city. The infrequent fires had been fought in the primitive way, by tossing water on the flames when practicable, but with small hope of extinguishing them unless discovered very early. But the youthful city was growing and it was realized that to minimize the loss of property by fire, better means of combatting the flames were needed, and the propriety of securing a fire engine was agitated. In 1829 a meeting of the more enthusiastic citizens was held at McCutcheon's Hotel, North side of York street, between Green and Washington, and a fire company was organized with twenty-nine members, and John Post was elected foreman. About one of the first acts of the organization was the election of a steward, whose principal duty was prescribed as the furnishing of refreshments for the company at fires, and also chowders at the regular Saturday night meetings. The name of the organization was Liberty Engine Company, No. 1.

An engine with hose was purchased, mostly by subscription, as has been told, and the "machine" was received with great rejoicing. It was housed for a time in McCutcheon's stable, and after a short sojourn in a temporary building located in Washington Park, it was given a substantial brick home on the north side of Sussex street, west of Washington, adjoining the old Park Hall. Its next home was on the east side of Green street, a few feet north of Montgomery. Samuel Bridgart was made chief engineer of the Fire Department, although the equipment at this time consisted of but one engine. In a short time, however, Arresseoh Engine Company and Empire Hook and Ladder Company were organized. This latter company was composed of the elite of the city, and was housed in the fire house still standing, but enlarged, on the northwest corner of Grand and Van Vorst streets. In the days of the old Volunteer Department it was the scene of much gayety. The clam chowders of Hook and Ladder, No. 1, were justly noted for their superior succulency. Arresseoh Company was composed of some lively boys and nothing gave them so great delight as "to wash out" any of the other companies. They were mostly glass house employees, and were very ambitious to turn on "first water" at a fire, and disaster generally overtook any who would deprive them of that privilege.

The department now rapidly filled out with the requisite number of machines, engines, hook and ladders and hose companies, until in 1851 at the parade in honor of the introduction of water into the reservoir on Jersey City Heights the Fire Department was highly complimented upon its "brave appearance." In 1852 the triangular space at the junction of Newark and Railroad avenues was purchased by the city, with the intention of there erecting a building suitable for the recorder's and city clerk's offices, and likewise a watch or police headquarters. The project was, however, abandoned in part, and the location was afterward utilized for a bell tower from which to sound the alarm in case of fire. But the ambitions and rivalry came to an end in 1871, when consolidation took place and the volunteer system went out of existence. The paid department came into existence in June, 1871, but with exceedingly bitter opposition, especially from those who had been closely identified with the old régime. Warm friendships had been formed from long

association, not only in combatting the threatened dangers, but friendships had been cemented that were not willing to be dropped and the old "Vamps" came into being. The "Scullys" were likewise an outgrowth from the old associations, and the old fire departments were remembered as the "Vets" gathered from time to time reminiscing and indulging in their old time social communions.

The Hudson City and Bergen fire departments also kept pace with the requirements, and at the time of consolidation in 1871 there were three engine companies, four hose companies and two truck companies in the Hudson City Section. The Bergen department was composed of three engines, one hose and one truck company. These were all hand pumping engines, and at the time of consolidation such as were in condition were utilized and the others sold.

For some time the institution of the paid department was most severely criticized, but under the wise discipline and judicious direction of James Coyle, the first chief under the new dispensation, and his successor, Henry W. Farrier, the superiority of the new system became so manifest that all criticism ceased. In those days the city departments seemed subject to political influence, for changes in them followed each other with every political change. In 1877 James Coyle succeeded Farrier, and three years after, Jacob Van Riper, of the Bergen section, supplanted Coyle. He held office but two years, when Henry E. Farrier was appointed in his place. He was killed during the performance of his duty at a fire at Pavonia avenue and Grove street, and John Conway was appointed chief in 1891.

But it is not necessary to follow out in detail the growth of the Fire Department of Jersey City. It has advanced step by step from the crude condition of former days, with their petty animosities and jealousies, to the present fully equipped and unified department second to none in the country. Through a thorough system of instruction and drill and complete sympathy throughout, from the chief down to the last employee, there is a unity of action that has created a powerful fire-fighting machine that has proven its efficiency on many occasions and prevented many threatened disasters.

The manual force of the department consists of 564 men, including the chief officers, as follows: One chief, two deputies, eight battalion chiefs; one inspector of combustibles and nine assistant inspectors; one telegraph superintendent; one chief clerk and one secretary, with two clerks; one superintendent of repairs and seven mechanics; one medical examiner, one veterinarian surgeon, two chaplains. The apparatus consists of twenty-two fire engines, operating under two platoon system, as follows: Seven first size steamers, motor drawn, and combination motor drawn tenders; one first-class steamer, motor drawn, high power combination, motor tender; one first size steamer, horse drawn, combination hose and chemical tender; thirteen triple combination auto pumping engines; ten trucks with self-raising aerial ladders and water towers.

The later fire houses have been constructed with a view to create a comfortable and attractive home for the men, and the older ones have been improved and renovated in conformity with the same purpose. Sanitation laws have been followed throughout, appropriate sleeping and reading rooms provided, while facilities for proper exercise have not been neglected; in short, the whole surroundings suggest an elevating influence and encourage a healthy competition among the men to perform well the duty imposed upon them.

CHAPTER XX.

THE JERSEY CITY WATERFRONT.

The extended line of waterfront of Hudson county was the subject of many disputes and much litigation. The early contention was that the shore owner had likewise an ownership in the land under water beyond, and that no other could claim adverse rights in the submerged land thereto attached. But as the value of such right of possession became more appreciated, the question arose, whether the right of the State was not superior. The right of free navigation, fishing, etc., in bodies of water where the tide rises and falls, belonged to the public, and the State reserved the right to prevent any encroachment on such public rights; and in the "Wharf Act," passed 1851, which specified the extent and condition under which the shore owner might build, the limit is indicated. Such general permission was, however, in some cases exceeded, and finally it was determined that the State should be compensated for any privilege granted for dockage, or extension of piers.

Under this act, the shore owner was obliged to obtain the consent of the Board of Freeholders of the county in which the property at issue was located, for permission to improve his shore front by building docks. The freeholders were supposed to consider the application with sufficient gravity to determine whether the proposed improvement was necessary or advisable, and, in order to do this, it was very essential to view the location. This was usually done from behind a well filled board at a convenient hotel, and always at the expense of the applicant. After the Riparian Commission was appointed in 1869, no licenses could be legally granted in Hudson county by the freeholders.

In 1869 the Legislature enacted the first riparian bill, repealing the "Wharf Act," so far as it affected the shore front of Hudson county. It was found that the railroads, as well as individuals, were attempting to secure the water rights along the Hudson by purchasing the upland adjacent thereto, and claiming ownership under the "Wharf Act." The Morris Canal and Banking Company had built out into the bay under this act, and enclosed a considerable area. The Central Railroad Company of New Jersey, having been debarred from securing a right of way and terminal on the Hudson river, through the opposition of the Camden & Amboy Railroad Company, renewed their efforts likewise under the wharf act, and succeeded by purchase in securing shore front at Communipaw, in front of which a shallow mud flat extended some distance out into the bay. These flats they proposed to fill in, and extend therefrom piers and ferry slips out to deep water. John Taylor Johnson, who was at the time the energetic and farseeing president of the road, organized, with others, the American Dock and Improvement Company. They attempted to secure from the Legislature a free grant of the waterfront from South Cove to Cavan Point. The company seemed sure of success, but some of its shrewd opponents offered the State \$1,000,000 for the grant which the railroad company was attempting to secure as a free gift, and a bill was passed "providing that no grant should be made by the State until a "Special Commission should examine into and report specifically in regard to the rights to the land under water." Subsequently the State Riparian Commission was authorized to declare what the riparian rights of the State were. The commission decided that the property of the upland owner did not extend beyond low water mark, but that the title to land beyond and under tidewater rested with the State. This right was tested when the Central railroad began to fill in at the South Cove. The sugar house had located at the foot of Washington street, on

account of its accessibility for water transportation, and the work of the railroad seemed to threaten their outlet. The Sugar House Company applied to the State for a grant covering these water privileges, but the Morris Canal Company opposed the application, and demanded that the State's title be conferred on them. The Canal Company was successful, but with the proviso that the waterway should be forever kept open at the canal's expense.

The American Dock and Improvement Company proceeded to bulkhead the plot of ground under water about three thousand feet from the shore line, and contracted with New York City for street refuse to be used as filling. Under the heat of the sun, the decomposition of this matter sent forth an effluvia that was carried by the southerly breezes over lower Jersey City, and aroused a storm of remonstrance and vigorous protest which was totally disregarded by the railroad company. Litigation followed, the determination of which the company's legal talent was enabled to postpone until their object was accomplished.

It is almost impossible to allude to the great natural advantages of Jersey City without including Hudson county, for their interests are so closely commingled that what is of benefit to the one, similarly affects the other. For instance, the waterfront, encircling perhaps two-thirds of the county, likewise bounds the present Jersey City on the east its entire length, by the Hudson river; and on the west, Newark bay and the Hackensack river afford extensive water communication for about one-half of its extent. Therefore, its adaptability for commercial enterprise, its easy and direct communication with all parts of our country by rail, and its proximity and convenience of access with the world metropolis, all make Jersey City unique in its wealth of natural advantages.

That the great value of this natural situation is fully appreciated, is shown by the persistent claims and continuous legislation as well as litigation in reference to riparian rights. Since the days of the Revolution, when the title of the King of England became extinct, the original ownership of the land with its shore front, carrying with it likewise that covered by the tidal waters, became vested in the people of the Colonies, and hence the portion here under consideration became the property of the people of the State. Notwithstanding many adverse claims, it is now well established that the State has full power and control of the same.

From the valuable paper read before the Historical Society of Hudson County by Mr. John C. Payne, former secretary of the Riparian Commission of New Jersey, the following interesting statements are taken. A rather strange condition exists where the State, through the Riparian Commission, exerts its right of ownership of lands in the very midst of our present busy city, on the site of the old Mill creek, elsewhere described. He states: "The title of the State to the land originally flowed by this ancient stream (Mill creek) remains, and even to-day (1909), when property is transferred, any part of which occupies the site of the now obliterated Mill creek, it is necessary, before the title companies will guarantee and insure the title, for the State to release by deed signed by the Governor and sealed with the great seal of the State, attested by the Secretary of State, its ancient right in the premises;" and again, in reference to the transfer of a plot now occupied by an important manufacturing enterprise located just below Jersey City Hospital: "It must have been with some surprise, and it may be indignation, that our neighbors, the Stratfords, in the course of the formation of a company in the development of their important paper industry on Cornelison avenue just



MONTGOMERY STREET, JERSEY CITY—FROM FERRY LANDING, 1840

south of Montgomery street, as recently as 1905 found it necessary to secure the State's title to the lands anciently flowed by Oyster creek, which lazily meandered, a tributary to Mill creek. We can hardly imagine such a thing as taking oysters from this locality."

In 1848 a commission was appointed to ascertain the extent and value of the lands under water in Hudson county, and herewith is given extracts from the replies made by Jersey City to the interrogatories of the commission, and again taken from Mr. Payne's paper:

Some of the lands below high water line on the east side of Hudson county are occupied for wharves and piers; a portion of said lands have been reclaimed and applied to streets, building lots, etc.; nearly all the flats on the east side of the county may be advantageously applied to the same and kindred purposes.

The lands flowed by the tides south of Jersey City are all natural oyster beds, and furnish subsistence to a large number of fishermen. If reclaimed these lands would be valuable as building lots.

About ten acres of land formerly covered by water, have been reclaimed by Jersey City by filling in with earth to raise it above tide water; it is used for streets and building lots, and is worth at least \$200,000. The entire profits of the speculation have been received by "The Associates of the Jersey Company," who as pretended owners either reclaimed the land and then sold it in building lots to others, or, as in most cases, sold * * * the submerged land in its natural state, to be filled up by the purchaser. A small portion of the reclaimed land is held by the lessees of the Associates for a coal depot and landing place for the Cunard steamers.

When the Associates bought, Mangin's map was made and laid out, all of Jersey City containing 73 acres, as before stated, including 23 acres of land under water unreclaimed, lying around the city. Eleven acres of this 23 are still under water and unreclaimed. Nearly 4 acres of the land reclaimed have been reclaimed by the New Jersey Railroad for their depot and for the depot of the Hudson River Railroad Company, for which they paid but a nominal consideration to the "Associates of the Jersey Company"—nearly two acres, or a block of 32 lots to the "Morris Canal Company," also paying a nominal consideration, the remainder being 104 lots or about 6 and $\frac{1}{2}$ acres by the Associates of the Jersey Company and their grantees. Besides this, the Associates thirty or forty years ago reclaimed a strip of land east of Hudson street of about 20 feet wide, beginning at Essex street and extending to York, about 1,000 feet, and recently the land now used by the Cunard line of mail steamers between Jersey City and Liverpool was reclaimed by the Associates, containing about 30 lots, exclusive of wharves and streets.

Some of the land reclaimed is now owned by private individuals * * * on which dwelling houses, hotels, stores, manufacturies, foundries, etc., have been erected. Forty-eight lots have been given for church, school, market, and public grounds. The manner in which this land has been reclaimed has been mostly by building bulkheads and filling them up with broken rock, stone, and surplus earth from the streets and rubbish from the City of New York.

In April, 1871, the Legislature granted to Jersey City for the nominal consideration of \$1,000, a tract of land under water in the lower part of Jersey City, lying between the extension of Van Vorst street and Grove street, containing about twenty acres, but the city not paying the amount of the consideration, the State in 1874 granted this same tract to the Central Railroad of New Jersey, but the city reviving its claim, the courts decided in its favor, and the city completed its title by carrying out the provisions of the act.

At Harsimus Cove in 1867 the Pennsylvania railroad attempted to duplicate the operation of the Central Railroad of New Jersey at Communipaw, and by filling the shallow places along the shore front make there a large freight yard, but the strenuous opposition of the shore owners defeated the project. Application was therefore made to the Legislature for a bill confirming their title, but the city, under Mayor James Gopsill, opposed the scheme, and the railroad was eventually compelled to pay the State the sum of \$500,000 for the waterfront they had expected to secure for simply the cost of filling.

In 1870 it was finally decided that the right of the State to lands under tide water was absolute, and that the right of the shore owner did not extend

beyond low water mark; but was granted priority of claim to same, if made within a period of six months, and an act was introduced in the Legislature appropriating the receipts resulting from the disposition of riparian rights to the support of the public schools of the State. This act was finally passed, and became the law of the State.

Perhaps in order to popularize the claim of the State to lands under water, and justify the granting of such lands to others than the shore front owners, it was determined that all receipts of monies from such sources should be appropriated to the State School Fund, this amount to be distributed to the several municipalities in the State, and thereby lessen to that extent the amount to be raised by local taxation. And although several attempts have been made to repeal or change this law, all have failed, and the school fund is still enriched from the muddy banks of the Hudson.

In 1878 the State granted to the municipality of Jersey City a tract of land under water on the Hudson river, one hundred and thirty feet in width, adjoining Morgan street on the south.

The development and enlargement of the waterfront of Hudson county, from the northerly line of the county to Constable Hook on the south, along the Hudson river, measures about twelve miles, and may be divided, as to the different localities fronting thereon, as follows: From the northerly county line to Weehawken Cove, about three miles and running back from the original shore line about one thousand feet, and covering 350 acres. From Weehawken Cove to Hoboken, about one mile in length and filling outwardly from the original shore line one half-mile, adding about 130 acres. From Castle Point, Hoboken, to Hoboken Ferry, about three-quarters of a mile and extending twelve hundred feet outwardly, adding 150 acres. From Hoboken Ferry to Montgomery street, Jersey City, one and one-half miles, extending outwardly thirty-two hundred feet, covering 575 acres. From Montgomery street to opposite Communipaw avenue, one mile and three-quarters, average filling three-quarters mile wide and 475 acres; and from thence to Constable's Hook about four miles, average filling 6,000 feet in width, and covering 2,500 acres.

Of the above, Jersey City may justly lay claim to about five miles of the shore front as lying within her territory, the additions to which through the operations of the railroads amount in round numbers to about 3,000 acres, as follows: The Central Railroad of New Jersey at Communipaw, the Bayonne City line; the Lehigh Valley railroad at Greenville; and the Pennsylvania railroad below Greenville.

The Lehigh Valley Harbor Terminal Railway Company, under an agreement with the Lehigh Valley Railroad Company, constructed what might be called the "Claremont Terminal" (the former really acting as the construction company for the latter), and the railroad company secured a ninety years' lease of the property, which is located in the Greenville section of Jersey City at the foot of Linden avenue. The terminal includes a long steel pier with concrete dock, the pier extending out into the deep water of New York bay about six thousand feet. Its cost was \$5,000,000.

To-day, similar changes and additions are occurring on the west shore front of Jersey City, along the banks of the Hackensack river. The bulkhead has been located an average of 300 feet out from the present shore line, enclosing the filling excavated from the bottom of the river in the deepening and widening of the channel, thus increasing the solid land area of Jersey City beyond the present shore line several hundred acres. Owing to the irregularity of the shore line the distance outward to be filled varies, the greater dis-

tance being at Droyer's Point, where the indentation in the river's bank reaches about 1,800 feet, the reclaimable area at that point alone approximating three hundred acres.

CHAPTER XXI.

HUDSON COUNTY GOVERNMENT.

The government and control of all county matters is under an incorporated body called The Board of Chosen Freeholders of the County of Hudson. However, its functions are somewhat limited or circumscribed. It is a continuous body composed of nine members, three of whom are elected by the people of the county each year. This board is empowered to transact all the business of the county save in such cases where commissions for special purposes are legalized by the Legislature, as hereinafter mentioned.

Its whole territory is divided into thirteen separate and distinct units, each having general supervision over its own internal affairs. These are invested with sufficient powers of control for the regulation of their own territory. Of these, three are under the form of commission government, viz., Jersey City, Bayonne and Hoboken; five are constituted towns, viz., Harrison, Kearny, Union, West Hoboken and West New York; three are townships, viz., North Bergen, Guttenberg and Weehawken; two are boroughs, viz., East Newark and Secaucus. These separate municipalities cover the identical territory over which the county government has a quasi jurisdiction, hence a sort of overlapping of authority would seem unavoidable, but the powers and duties of each are clearly defined by the Legislature in their acts of incorporation.

The general duties of the Board of Chosen Freeholders are, therefore, confined to the control of such matters in which the county as a whole is interested, such as the construction and care of county buildings, bridges, and roads; to appropriate and raise by taxation or bond issue, and expend, the necessary monies for county expenditures; in fact, transact all county business, except as otherwise specified, as follows:

First—The freeholders are limited as to their powers of appointment of some of the county officials, although it is their duty to provide the money necessary for the salaries and maintenance of their respective offices. For instance: The prosecutor of the pleas is appointed by the Governor and selects his own assistants; the County Board of Taxation and the County Board of Elections are likewise appointed by the Governor, or confirmed by him; the county supervisor, sheriff, surrogate, county clerk, register, coroners and boulevard commissioners are elected by the people of the county; the county school superintendent is appointed by the State Board of Education; members of the Hudson County Park Commission are appointed by the Supreme Court judge; likewise, the members of the Mosquito Extermination Commission, and trustees of the Parental School by the common pleas judge; leaving for appointment by the Board of Chosen Freeholders the county physician, county counsel and assistants, county attorney, Board of Health and Vital Statistics, board of managers of the Tuberculosis Hospital and Clinics, necessary wardens and superintendents, county overseer, engineers, superintendent of weights and measures, etc.

The Boulevard Commission is practically an independent body. In 1898 it was given control of the building and care of the boulevard by act of the Legislature. All monies needed by this board must be provided by the Board

of Freeholders, and included in the annual tax budget. This money is held by the county collector subject to requisition signed by the president and secretary of the commission. The Boulevard Commission may require the Board of Chosen Freeholders to issue bonds for necessary repairs, paving, etc., up to a limited amount.

The Hudson County Park Commission is another independent body, composed of four members serving four years each, and is so constituted that one member is appointed each year. The appointment is made by a judge of the Court of Common Pleas. The commission has power "to acquire, maintain and make available to the inhabitants, etc., parks and open spaces for public resort and recreation." As in the case of the Boulevard Commission, the Park Commission is independent and has full control and maintenance of the county park system, and must be provided with the necessary funds by the Board of Freeholders in the same manner.

Other independent commissioners are, and must be financed by the freeholders: The Mosquito Extermination Commission, Board of Elections, and Board of Finance and Taxation.

In order to simplify and better systematize the work of the board, standing committees are appointed to take into consideration and formulate the necessary action to be taken in their respective departments, the result of which must be submitted to the whole board for final action. Such committees are known as Committee on Finance, Committee on Public Grounds, Committee on Bridges, Committee on County Roads, Committee on Alms House, Committee on Insane Asylum, Committee on Penitentiary, Committee on Tuberculosis Hospital, and, when necessary in order to investigate or consider any special matter, special committees may be appointed for definite purposes.

The revenue of the board is derived in great measure from taxation, supplemented by the fees received by the county officers, who are under a fixed salary; from courts, for the use of county property, and from the State in aid of prescribed institutions, highways, etc. A budget showing the amount of probable necessary expenditure for the ensuing year must be prepared, which is sent to the County Board of Taxation before the second of August in each year (which board apportions the amount among the different municipalities) in itemized form, giving detailed estimates of the amount of money that will be required for maintenance of the different institutions, departments, boards of commissions. Such budget must be adopted at least four months before the opening of the fiscal year.

Although in a measure independent of each other, the county and its different municipalities are closely related. While the county estimates the amount of money needed for its administration, the independent municipalities include this in the amount to be assessed on its individual property, collects the same, and at the specified time pays it over to the county treasurer. For instance, the county budget for 1923 is as follows:

Court House and County Jail—Including salaries for employees, insurance premiums, water and light, feeding prisoners, repairs, etc.....	\$328,000
County and State Hospital for Insane—Salaries and wages for employees, provisions, groceries, etc.; supplies, dry goods, clothing, repairs, maintenance, etc..	385,000
Alms House—Salaries and wages of employees, groceries, provisions, foodstuffs, dry goods, clothing, maintenance, etc.....	247,000
Penitentiary—Salaries and wages of employees, groceries, provisions, foodstuffs, dry goods, clothing, maintenance, etc.....	165,000
Small Pox Hospital—Salaries and wages of employees, miscellaneous supplies, repairs, etc.	14,200

Store Room at County Farm—Salary of county overseer and employees, supplies and equipment	11,500
Expense at County Stables—Salaries of employees, feed for horses, repairs and maintenance	28,000
County Supervisor's Compensation—Also director and members of Board of Freeholders	41,500
Salaries of Officers and Employees of the Board—County supervisor's, county treasurer's, county physician's offices.....	118,000
Printing, Advertising, Stationery, etc.....	30,000
Incidental Expenses	30,000
Bridges, South of Newark Avenue—Maintenance, repairs, etc.....	10,000
Bridges, North of Newark Avenue—Salaries and wages of employees, repairs and equipment	58,000
Hudson County Proportion of Expenses of Passaic River Bridges—Salaries and wages of employees, repairs and maintenance.....	50,200
Public Highways other than Boulevard—Maintenance and repairs, salaries and wages, including county police, repairs, equipment.....	195,000
Electric Lighting Public Highways—Other than boulevard.....	20,000
County Superintendent of Public Works—Mechanics, chaplains, not including bookbinders at court house.....	98,000
Lincoln Highway, Hudson County Proportion—Cleaning, lighting, policing, salaries and wages, etc.....	23,000
County Engineering Department—Salaries and wages of employees and engineer's supplies	53,000
Department of Weights and Measures—Salaries, wages and maintenance.....	6,560
Memorial Day Expenses, Burial of Soldiers and Sailors—Superintendent of veteran's graves, burials, etc.....	17,000
Fuel at County Institutions at Secaucus.....	60,000
Purchasing Agent's Department—General storekeeper, salaries of employees, maintenance	46,000
Fire Department at County Farm—Salary of fire marshal, equipment and maintenance	12,000
Maintenance of County Hospital at County Farm—Salaries of employees, provisions, groceries, dry goods, clothing, radium treatment, etc.....	170,000

COMPULSORY APPROPRIATIONS.

Hudson County Tuberculosis Hospital and Sanitarium.....	\$310,000 00
County Courts	600,000 00
State Board Children's Guardians	240,000 00
Coroners and Morgue Keepers.....	6,000 00
Election Expenses	300,000 00
County Board of Health	41,000 00
County Board of Taxation	34,100 00
Hospital for Contagious Diseases.....	30,000 00
Boulevard Commission	390,000 00
Epileptic and Feeble-Minded.....	35,000 00
County Parks	220,000 00
Mosquito Extermination	63,000 00
Widow's Pensions	100,000 00
Indigent Poor and Blind in Public Hospital.....	14,000 00
Bacteriological Laboratory	15,000 00
Parental Home	42,000 00
County School Superintendent, Board of Health Fees, etc.....	9,400 00
County Police Fund, Pension.....	7,883 26

	\$2,457,383 26
Payment on Bonded Debt, Interest on Bonds, etc.....	1,886,625 85
Special Appropriation to cover expenditure of State Motor Vehicle moneys allotted by State Highway Commission.....	175,000 00

Total Appropriation for 1923.....\$6,735,969 11

While Hudson county is in area the smallest in the State of New Jersey, covering about sixty square miles, it is the second most populous. With Essex county it was made by legislative enactment what is known as a first-class county. Because of their great manufacturing and commercial impor-

tance and great preponderance of population, special powers and privileges are required for their proper government. Hudson county especially, through whose portals a large proportion of the country's commerce and emigrants pass, being in effect likewise the outlet for the whole Nation, unusual problems are continually arising for solution. Hence from time to time, special powers and changes of government are required. The administration of the county affairs must not be considered a trivial matter. With its expenditures rivaling, and in many cases exceeding, those of many States of the Union, special consideration must be given to its financial management, and a greater weight of responsibility rests upon its officials than upon those administering State governments.

When the county of Hudson was set off from Bergen county in 1840 (the area comprising practically that of the old township of Bergen), special arrangements were necessary to be made in the adjustment of ownership of the poor farm, which was owned by the old township of Bergen, and consequently each community within that township was interested in its disposal. In order that the county of Hudson might assume ownership, an act was passed by the Legislature in March, 1861, appointing commissioners to provide for the sale of the poor house and farm and tracts of land belonging to the township of Bergen, North Bergen, and the cities of Hoboken and Hudson in the county of Hudson, "as the common ownership of such property is the source of great trouble and inconvenience in reference to the management," etc.; proceeds of such sale to be divided proportionally—township of Bergen, one-half; North Bergen, five-eighths of one-quarter; city of Hudson, three-eighths of one-quarter; city of Hoboken, one-quarter; amount paid, \$12,000; purchase concluded February, 1862. The county becoming owner, arrangements were made for the erection of an alms house, which was completed in 1863. In 1865 the county penitentiary was erected, and in 1873 the lunatic asylum was completed. These buildings have all been enlarged and improved, and of late a tuberculosis hospital has been added. These improvements constitute a very considerable proportion of the county's assets. The value of these buildings approximate very closely to \$2,275,000, divided as follows: Insane hospital, \$775,000; alms house, \$640,000; penitentiary, \$340,000; tuberculosis hospital, 330,000; miscellaneous, 105,000; isolation hospital, \$85,000. Total, \$2,275,000.

Area of property at Laurel Hill belonging to Hudson county, one hundred ninety acres, about sixty of which has been appropriated for farming, and is thus developed, furnishing a large proportion of the provender necessary for the maintenance of the different institutions. In 1905 a strip of unused meadow land on the extreme eastern end was sold to the Pennsylvania Railroad Company for their right-of-way to New York City for the sum of \$43,832. The buildings and grounds are under the charge of the warden and superintendent, and the grounds about the buildings are tastefully arranged, thus taking away the hard, repulsive atmosphere that is commonly supposed to envelop such places of detention. Extensive quarries located on the western side of Snake Hill, furnished with stone crushers and a full supply of all necessary tools, are operated by the inmates of the institutions under proper supervision. Quantities of good road material are thus obtained and at hand at all times. The different trades necessary for the production of food and clothing for the inmates are carried on. Previous to 1874 the Board of Chosen Freeholders met at the poor house, but after that date the place of meeting was changed to the court house.

In 1910 the present court house was built, a magnificent structure, whose architectural beauty and completeness of design and furnishing compels universal admiration, although it was deemed at the time by some that much money had been unnecessarily expended, and the matter became the subject of court investigation and it was found that the furnishings and decorations were somewhat expensive, but their condition, as well as that of the building at this late day, proves the wisdom of the expenditure. The whole plant may with justice be claimed as one of the county's most valuable assets, not only from a financial standpoint, but artistic as well. The general arrangement of the structure impresses one with the appropriateness of the design for the purpose for which it was intended. The beauty and appropriateness of the mural decorations have attracted groups of admirers and have evoked most favorable comment from prominent art critics. These paintings represent, in short, the best endeavors of Millett, Turner and Blashfield. The paintings are on canvas, and affixed to the walls of the corridor in semi-circular form about the entrances to the four court rooms, one representing the attack of the Indians on the white strangers in the lower bay, when John Coleman was killed, showing glimpses of the southern portion of Hudson county and Staten Island in 1609. Another depicts Governor Stuyvesant completing the purchase of Pavonia from the Indians in 1658 at Paulus Hook, with the Hudson river and Manhattan in the background. Another of Turner's handiwork shows the initial voyage of the "Clermont" up the Hudson in 1808, with a group of spectators, clad in the costume of the times, standing on the river bank watching the progress of the little vessel, the figures there depicted being a family gathering of the artist, with Turner himself in their midst. The remaining painting in this corridor represents General Washington with a group of American generals at Fort Lee, viz.: Generals Greene, Charles Lee and "Light Horse Harry," with their aids. On the heavy columns are allegorical insets by Edmund Blashfield, representing Justice, Charity, Peace and Prosperity. Within the court room may be found on one of the side walls a representation of the ascent of the Hudson by the "Half Moon," with groups of the native Indians gazing in wonderment, and on the opposite wall is shown the second coming of the English and the surrender of New Amsterdam in 1674.

The principal officers of the county are: (1) The county supervisor, who has general supervision over all county affairs, its finances, and the institutions that properly come under the jurisdiction of the county, and recommends such measures as may seem to him necessary for the wellbeing of the county. He likewise has the veto power over any of the ordinances proposed by the board, if in his opinion they are not to the advantage of the county. (2) The next in importance is the sheriff, who is bound to prevent and suppress any disorder or outbreaks threatening the peace of the county, to arrest disorderly persons or criminals, and in all cases to carry out the orders of the courts. (3) The surrogate, who has charge of the registry of wills and their probate; examines the accounts submitted to him by the executors or administrators of the estates of deceased persons, etc. (4) The county clerk, who is clerk of the county courts and has charge of all court papers; keeps the court records and filing of judgments. (5) The register, who keeps and records all transfers of property, deeds, mortgages, and official documents. (6) The county collector, who is a very important personage, for he has a general supervision over all the financial transactions of the county; the monies due from the different municipalities within the county are paid over to him, from which he

must pay all claims against the county that are referred to him for payment by the Board of Chosen Freeholders. (7) The county physician not only attends the inmates of the different county institutions, but must investigate the causes of deaths under suspicious circumstances. (8) The county school superintendent is the connecting link between the schools of the county and the State school officials. He is the adviser of the local school boards in reference to their school management, etc. (9) The County Board of Taxation, whose duties are to "secure the taxation of all property within the county at its true value," to hear and adjust appeals in cases of disputed taxation, and determine values. (10) The Sinking Fund Commission, who control and direct the investment of all county monies intended for the payment of bonds or other county indebtedness. (11) The Board of Health and Vital Statistics, whose duty it is to collect and register all births and deaths in the county.

There is likewise a Board of Trustees of the parental school and the Board of Managers of the Tuberculosis Hospital and other minor offices, but from the above a fair idea of the general scope of the county's activities may be formed.

To this must be added the county's Law Department, under which may be named the county prosecutor and his assistants, whose duty it is to prosecute all persons who are brought before the court for crimes or misdemeanors. There is also a county counsel and his assistants, who appear for the county in such suits in which the county is interested, and likewise must advise the county officials.

Roads and Boulevard—In the gradual development of the territory, means of communication from one section to another would naturally be determined upon, and although they may at first have been merely winding pathways through the woodlands, in time they became by common consent regular routes of communication. For instance, it may be assumed that the two roads—one leading to Bergen from the ferry at Communipaw and the other from Harsimus to the church at Bergen—were the first regular routes of communication.

The first roads doubtless followed to a great extent the footpaths of the Indian trails. At first there was no great need of communication, but as the settlements grew, the need of inter-communication developed likewise. To secure many necessities as well as to dispose of their farm products or the results of hunting, the early settlers in many cases were obliged to resort to the ferry of Jansen or Hetfelsen at Communipaw, and the route settled down to about on the line of present Academy street from the square to present Summit avenue, following same to present Communipaw avenue, and thence to the Communipaw shore, for we learn from the records of a company of Labadists who visited this country in 1679, that at that time this "was a fine broad wagon road." In the olden days this was always spoken of as the "Offall," road because just beyond the turn from Summit avenue into Communipaw on the west there was a sort of gorge into which the overflow of Tuers pond and the swamp land along present Monticello avenue emptied, and the stream continued to mingle its waters with those of Sycan's creek until the building of the Morris canal, when this became the outlet for the overflow.

With the well-known devotion of the Hollander to his church, those living at Harsimus must have wended their way to the Old Bergen Church, and which is substantiated in the report of the accredited "county surveyors" in the following paragraph by the surveyors of highways of the county of Ber-

gen: "As also that the road for the use of the Plantations at Pavonia or Aharsimus to the Mill or Church shall be for the Future, to begin at the North East corner of the barn belonging to the said Archibald Kennedy," etc. As will be seen from the foregoing, previous to the date of this decision there was a road laid out from Harsimus to Bergen, but must now be widened.

In September, 1704, the General Assembly of New Jersey resolved "That the Grand Jury of each and every respective county shall yearly at the February and March court, with the approbation of the Bench, appoint two persons in each county, precinct, district or township, to lay out all other necessary cross or by roads, which are to consist of the width of four rods, and also settle what is proper to be allowed to those who shall be appointed for their services in laying out the said roads." The necessity of establishing some authority to control the laying out of roads was early recognized in order to prevent the friction caused by trespassing upon each other's lands in their passage from one point to another, and in 1682, by act of General Assembly, John Berry, Laurence Van Buskirk, Enoch Michelsen, Hans Diedericks, Michael Smith, Hendrick Van Ostrom and Claes Jan Van Prumerent were appointed commissioners of highways for Bergen county, with full power to lay out, construct and repair roads at the expense of the county.

In 1743 a bill was passed by the Assembly "for continuing the Kings Highway which leads from Bergen Point to Bergen Town, to some convenient place on Hudson's River for crossing that river to New York." This was an old road on approximately the same route as present Communipaw avenue. This latter was extended and straightened from the present junction of Summit avenue with the old road to Communipaw ferry, to Bergen avenue, in the year 1765. The same year the Legislature passed an act that authorized the construction of a road from the lower end of the great neck belonging to Newark, to the public road leading from Bergen Point to Paulus Hook. This road was laid out and connected with Brown's Ferry over the Hackensack, thereby joining the road leading from that ferry to Bergen. This road over the Hackensack in after years became the Newark plank road and is now that part of the Lincoln highway between Jersey City and Newark.

In 1764 a King's highway was laid out "from Hendrick Sickles Barn to a point opposite to the Dutch Church on Staten Island." As this was laid out during the union of the churches at Bergen and Staten Island, it was probably in a great measure to facilitate communication between them for the accommodation of Dominie Jackson in his travels to and fro, as he at that time served both congregations, although living at Bergen. It was also part of the stage route between New York and Philadelphia by way of Blazing Star ferry.

As traffic increased, the need of better facilities for crossing the rivers than the old flat-bottomed scows of the ferries was realized, and in 1790 the Legislature authorized the building of bridges over the Passaic and Hackensack rivers, and laying out a road four rods in width from Newark to Paulus Hook. These bridges were completed in 1785, and in 1804 the Newark Turnpike Company was incorporated and authorized to construct a road from the westerly line of the Associates to the east side of the Hackensack. This route became the present Newark avenue.

In 1794 a road from Five Corners to Hoboken Ferry was laid out, becoming, when improved and straightened, what is now known as Hoboken avenue. The road running north from Five Corners (or the present Summit avenue) was what was known as the Bergen Wood road, as it was the route

followed by the people of Bergen in the early days to the common lands or wood lots in what is now known as North Hudson, which were assigned to them for their supply of fuel and fencing. The old Bergen Point road, later becoming the Bergen Point plank road and now Garfield avenue, was first opened up in 1796. The road now known as Tonnelles avenue was first opened for the convenience of the Bergen people to reach their meadow land lying within the present bounds of North Bergen, and likewise the Back Lane (now West Side avenue) bisected the old farmlands and afforded the farmers of the early days easy means of transporting their farm products.

In 1848 present Grand street from Communipaw avenue to the westerly boundary of old Paulus Hook was laid out. Up to this time the only land communication for the people of Communipaw and the southern section of the county with Paulus Hook was by the roundabout way of Five Corners and Newark avenue. Because of the marshy nature of the intervening ground, Communipaw was deprived of direct communication with the ferry to New York, except for pedestrians, for whom a plank path was constructed over the marsh to Grand street, and which was rendered sometimes impassible by reasons of extreme high tides.

In 1858 the northwesterly portion of the section known as Communipaw was purchased for speculative purposes. It was regularly laid out, improved, and received the name of Lafayette. Pacific avenue was extended over the marsh to connect with Grand street, and the little community increased rapidly.

Boulevard and County Park—Two great attractions of Hudson county for the public generally are the Hudson boulevard and the Hudson county park system. Each is under the control and management of a separate and independent commission, and yet they may be considered as a combination for the furtherance of the enjoyment of the public. The members of the Boulevard Commission are elected by the people to serve for three years, their terms being so arranged as to make the body continuous, one member being elected each year. They have full control of the boulevard, its lighting and repair, authority to adopt regulations for its use, and appoint employees and determine their compensation.

The Hudson boulevard, through its connection with the Lincoln highway, together with its adaptability to the purpose for which it was intended, is daily becoming more widely known and appreciated. In its inception meeting with the usual obstructions from those "wedded to the past," nevertheless the march of improvement went steadily onward, and to-day the undertaking meets with the heartiest approval from all classes. It consists of a broad, winding highway, reaching throughout the whole length of the county from the Kill van Kull on the south to the Weehawken Heights on the north, and with what is known as "the Loop," provides a continuous drive of about twenty miles, presenting continually a variety of changing views not to be surpassed. From its elevated position the eye covers a large extent of territory. Toward the west, overlooking the valleys, glimpses may be had of the Hackensack and Passaic, the intervening meadow lands, with intersecting waterways, presenting the lights and shades and everchanging colors as the cloud shadows pass over it, is a picture of natural beauty not to be forgotten by the observer; but by residents frequently ignored, because of its familiarity. From the Loop, to which allusion has been made, a panoramic view of New York bay and the Hudson river from as far north as the eye can reach, to the hills of Staten Island on the south, may be obtained, and as the evening



VIEWS OF HUDSON BOULEVARD, JERSEY CITY

shadows gather and the lights in the lofty buildings of the city opposite flash out, where can a picture of such transcendent beauty be found? Is it not Fairy Land?

The Hudson boulevard was built in 1894 for a pleasure driveway connecting the two limits of the county, the Loop at Weehawken having been completed later, thus affording a driveway of nearly twenty miles, about seven of which lead completely through the midst of the city. It is a broad parkway one hundred feet in width almost its entire length, the division line for the north and south traffic being sharply defined by a broad marked line or a bed of shrubbery. The road is well guarded by a specially drilled body of police who are entirely under the control and supervision of the park commissioners. The road is brilliantly lighted throughout its entire length.

As early as 1886 a movement favoring the establishment of county parks was begun, and in 1888, principally through the influence of Hudson county residents, an act was passed by the Legislature enabling the different counties to lay out public parks under a Board of Park Commissioners, etc. The commissioners were to serve without compensation, and were empowered "to select suitable sites for one or more public parks in the county," and their findings were to be filed with the county clerk, and meetings of the taxpayers were then to be called at which the whole matter was to be discussed, and if no valid objections were submitted, the sites determined upon by the commissioners were to be secured and improved. Under the provisions of this act, Judge Knapp appointed Charles B. Thurston, John H. Bonn, William C. Heppenheimer, Garret D. Winant and Henry Lembeck commissioners to lay out county parks. Messrs. Bonn and Winant declined to act, and were succeeded by Col. E. L. Stevens and Livingston Gifford. In the organization, Mr. Thurston was elected president, Mr. Heppenheimer secretary, and Mr. Lembeck treasurer. At the outset they were met by the antagonism of the Board of Chosen Freeholders, who were designed under the provisions of the act to finance the park commissioners. Their first requisition for preliminary expenses was denied on the ground that the act was unconstitutional, and claiming that "the measure should have been submitted to the people for their approval." Again, in 1902, an act in relation to county parks was passed by the Legislature, with a proviso that before it could become operative it must be submitted to a vote of the people. At the following fall election a large majority of the voters decided in favor of the adoption of the act, and likewise in a subsequent legal test, this act was sustained. June 23, 1903, James H. Love, Palmer Campbell, William J. Davis and John W. Hardenbergh were appointed members of the Hudson County Park Commission—a combination of conservative yet open-minded men that was a guarantee of judicious action. A thorough consideration of the whole matter was at once determined upon, and for several months it was seemingly held in abeyance, but they were busy months for the commissioners. In the first place, they were obliged to guard against and overcome opposition and entanglements arising from political activities. Legislative action threatened them through bills that were intended to control or compel them to enter into political entanglements; however, all these attempts were defeated, and the commission was finally enabled to enter upon its work without outside hindrances.

The first anxiety of the commission was to decide upon the number of parks and their localization. There were several small parks scattered throughout the different municipalities located within the county, but were of no special

benefit except to the comparatively few living in their immediate neighborhood, and their final decision was to create a system of parks, so located that the people of all sections of the county would be equally benefited. The next important decision was to endeavor to present entirely different features guided by the natural topographical features of the different localities selected, and third, if possible, to in a measure join these separate breathing spots with their varied attractions, and these designs have been fully carried out.

The Hudson county boulevard suggested a solution of the latter project. By a judicious selection of sites it would be made a linking factor, and at the same time enhance its value as a delightful driveway through its connection with the winding driveways of the parks easily accessible for the millions of people within easy reach. Recognizing this feature, it was decided to purchase sites in the different sections of the county, viz., in Bayonne, Bergen, Hoboken and North and West Hudson sections, thus carrying out the original plan of accommodating as far as possible the people of the whole county. The property needed for what is called the West Side County Park was first secured. It is located in close proximity to the geographical center of the county, and its topography was well adapted to conversion into an attractive and convenient breathing spot. Its approach from Jersey City Heights presents a view that if discovered in some foreign land would be lauded as worthy of a trip "across the water." From the entrance is seen below a broad, undulating plain, well adapted for athletic sports or picnic groupings, and that these features are fully appreciated is shown by the crowds that gather during the warmer months for recreation and diversion. The river flowing at the western end is soon to be utilized for water sports, boating and bathing, and when the present designs are fully carried out the facilities for recreation presented by the West Side Park will be inferior to none.

The next site selected was for the accommodation of the residents of West Hudson located in the township of Harrison, the extreme westerly section of the county. The dissension among the inhabitants of that community as to the most desirable location to be taken delayed the decision of the commission, who were finally compelled to decide according to their own best judgment as what would be for the best interest of the whole community, and that their decision was wise is shown by the terms of a resolution adopted at the annual meeting of the Harrison Citizens' Union in 1905, stating "that the locating of one of the public parks in our community is one of the most useful and beneficial improvements that has ever been bestowed upon the citizens of West Hudson."

The North Hudson Park is located upon the highest part of the county, being in parts over two hundred feet above the waters of the Hudson. Notwithstanding on the east the boundary is faced by a steep and broken ascent from the river bank, a break in the frontage occurs that permits of a safe, if irregular, descent; and at the same time affords the opportunity of artistic landscape treatment making attractive the river approach. From the summit, commanding views of the Hudson river and New York City may be obtained, thus reversing to a great extent the westerly view from the West Side Park. With its peculiar topography, its swamps and many streams threading its surface, it became in a short space of time available for immediate occupation.

Probably the most difficult problems confronting the Park Commission was the selection of park grounds for the city of Hoboken. Here their choice was limited, for the area of the city was only about one mile square and hence

gave little opportunity for an extended selection. Finally, the old St. George cricket ground was determined upon. Although small in area, the parklike features have been preserved and an acceptable place of recreation has been provided.

Again, a change of water view is presented in the location of the county park at Bayonne. Fronting on the wide expanse of Newark bay, with driveway along the shore connecting both at the northerly and southerly limits with the boulevard, it might almost be considered a continuation thereof. Children's playgrounds, tennis courts, bathing and ball grounds were at once prepared, while the natural grovelike condition of the grounds selected aided greatly in the quick development of the park.

Hudson county has devoted over five hundred acres to park development for the recreation of its citizens, distributed as follows: West Side Park, about 207 acres; West Hudson Park, 43.5 acres; North Hudson Park, 161.5 acres; Bayonne Park, 88 acres; Hoboken Park, 7.4 acres; total, 507.4 acres. Each park has its own peculiar features, and as a whole presenting unequalled attractions for pleasurable recreation.

The city authorities are coöperating with the County Park Commission in the development of the West Side Park, recognizing its improvement as a very important part of the contemplated Hackensack river development. In the reclamation and filling of the western end of the park, comprising one hundred and ten acres, preparatory to the laying out of an eighteen hole golf course, the people of Jersey City will be provided with a park that will compare favorably in its design and equipment with any park in the country, not only as a beauty spot designed for sports and recreation, but as affording facilities for both aquatic and athletic sports of every description.

CHAPTER XXII.

JERSEY CITY—PRESENT AND FUTURE DEVELOPMENT.

Like all large cities, especially those located on or near the seaboard, Jersey City has gathered unto itself a large cosmopolitan population; nor is this surprising. As the weary emigrant enters our magnificent harbor his eyes greeted by that mysterious emblem of Liberty, seemingly pledging to him that liberty of life and action of which he has heard so much, and with the smoke of many factories rising beyond beckoning him on to prompt remunerative employment, would he not naturally stop at the doorway instead of plunging into some unseen, as well as unknown territory? And so has it ever been since the first settlement. Those old pioneers were loth to penetrate the dark forests, filled with unknown dangers, and clung to the shores, even then alive with the activities of the traders.

It needs no prophetic vision to determine the future of Jersey City. It has gradually progressed from a country town, in a few years, to become one of the leading cities of the country, and since the completion of the Hudson and Manhattan tunnel the rate of present development is stupendous. The knowledge that transfer could be made from the residential section of Jersey City at Summit avenue to the business center of lower New York City in from twelve to fifteen minutes, or to Thirty-third street in twenty-five minutes, brought an inrush of New York business men, who have learned to appreciate the advantages and convenience of securing attractive homes in Jersey City within easy reach of their places of business. With the general recognition of

such probability, the housing problem was not lost sight of, but as the demand for homes increased, it was met, and, realizing future possibilities, the determination continues to furnish sufficient accommodation for all who may choose to apply.

Meanwhile, transportation facilities are being improved, not only for the ingress and egress to and from the city, but also for intercommunication between its different sections. At the chief outlet of the Manhattan tube at the Summit avenue tube station, by the razing of buildings and rearrangement of streets, a plaza is being constructed that will remove all danger of congestion from incoming crowds, and with the additional facilities provided by the railroads for handling the passengers, not only is quicker and more convenient transportation to and from the city assured, but, at the same time, more rapid distribution effected within our borders. Streets are being widened and improved, and under the efficient supervision of our present city government, every effort is being made to make Jersey City a most desirable place in which to live. Streets are kept clean, nuisances suppressed, and vice and immorality reduced to a minimum. Through the efficiency of the police and fire departments, life and property are accorded thorough protection, and many of the objectionable features usually found in large cities have been eliminated. The supply of pure potable water is not only abundant, but a constant supervision and testing is maintained by a bacteriologist of experience, with the result that the health record of the city shows an unusually high rate.

The city is full of breathing places, or parks; indeed, their importance as adjuncts of a healthful city life was recognized even in the old Paulus Hook days, for we find that at one end of the city John B. Cole had designated the site of Hamilton Park; at the southern section, Cornelius Van Vorst had with equal magnanimity set aside Van Vorst Park as an open space for the recreation and enjoyment of the people. These plots of ground were after a time laid out with walks, ornamented with flowering bush, and shaded with groups of trees. As the city grew and the population increased, other parks were laid out, until to-day there is scarcely a section of the city that has not a convenient breathing space for the enjoyment of the immediate neighborhood. Witness the Bay View and Columbia parks in the Greenville Section; Mary Benson, Washington and Van Vorst parks in the Jersey City Section; Lafayette Park at Communipaw, and Leonard J. Gordon and River View in old Hudson City Section.

One of the largest of the Hudson county chain of parks (described elsewhere) lies midway within the borders of Jersey City and affords opportunities for free indulgence in athletics of various kinds. Tennis, foot and baseball, archery and other games are extensively practiced, and a golf course has been determined upon which will be completed at an early date, thus affording abundant opportunity for recreation even at the very center of the residential section, the distances and arrangement of the park preventing any annoyance to householders because of its proximity.

To the manufacturer, Jersey City offers unequalled advantages. The development of the west waterfront along the Hackensack and Newark bay, now under way, will afford most convenient sites for any manufacturing industries. With a deepened waterfront for water deliveries, and a belt railroad line connecting on the land side with all trunk roads, thus enabling direct transfer to any of the many railroad lines entering the city, nowhere can freight be as cheaply and conveniently handled. The facilities for water transporta-



FOURTH REGIMENT ARMORY

tion in Jersey City are almost unrivaled. The terminals of the great steamship lines are within easy reaching distance or within her limits, so that goods manufactured here may be readily shipped to any part of the world. Already from the west side of the city a direct all water route with Buffalo, New York, has been established, and arrangements are now being made for a main ship terminal on the Newark bay shore opposite the shipbuilding company's plant. Negotiations are now in progress for the deepening of the Hackensack river and dock construction along its banks, while on the New York bay and Hudson river side, ample accommodation for the largest steamers may be found. The vehicular tunnel with its easy road connections will afford facilities for quick truck movement of freight to New York or Long Island, lessening the expense and affording unusual convenience for handling and distribution. In addition to this, excellent roads diverge in every direction to the north and west and south, so that nowhere is there presented such direct and convenient communication with the outside world.

For a residential center, the educational advantages of Jersey City cannot be surpassed. Her school system is beyond criticism, for as is openly acknowledged in educational circles, there is no system of education in vogue superior to that now in operation in Jersey City. Connected therewith and coördinating with the same is the city library system, with a main building fully stocked with a varied and superior class of books to meet the wants of any applicant, and likewise branches located in convenient parts of the city. Those desiring intellectual enjoyment will find nothing to prevent their full indulgence

That these superior advantages are becoming increasingly appreciated is evident from the tremendous growth and expansion now witnessed. On every hand vacant land is becoming absorbed for development purposes. Industrial enterprises are continuing to cluster here in increasing numbers, and modern, thoroughly equipped apartment houses are springing up in every direction, offering attractive and convenient domiciles for home seekers.

The rapid growth of the city and the resultant demands for greater city improvements, naturally created a need for larger expenditure on the part of the city authorities because of the proper street and sewer improvements, the enlargement of public buildings, schools, city hospital, branch libraries, etc., as is shown by following tabulation:

Total amount to be raised by taxation for the year 1923.....	\$10,223,704 00
In which is included appropriations—	
Department of Public Affairs	\$1,036,383 20
Department of Revenue and Finance.....	288,787 50
Department of Streets and Public Improvements.....	366,529 50
Department of Public Safety	3,440,330 00
Department of Parks and Public Property.....	426,078 00
City Clerk's Office.....	97,250 00
Purchasing Department	20,500 00
Legal and Judicial.....	92,600 00
Labor Bureau	6,800 00
Jitney Traffic	24,100 00
Sinking Fund Commissioners.....	2,000 00
Building Districts	13,500 00
Account Supervision	8,220 00
Debt Service	3,835,521 70
Miscellaneous	1,025,388 69

The full measure of the participation of Jersey City in the World War cannot be adequately described in these pages. Suffice it to say, that in every department the fullest and most enthusiastic support was given to every move-

ment that tended to strengthen the government in its endeavors to prevent the arbitrary domination of a world by an overbearing tyrannical government. Its quotas were more than filled through the willing enlistment of its young men who were willing to make the supreme sacrifice in their government's support. In the Liberty Loan and Red Cross activities, Jersey City gave freely of its substance, going far "over the top" in its subscriptions to the various war loans, and through the Red Cross organization doing a yeoman's work in caring for and heartening the recruits in camp and in transit to or from the scene of battle.

Transportation—Probably one of the most important assets of Jersey City is her accessibility by both land and water. Few localities are favored with so many attractions for both residential as well as industrial purposes. Skirted on both the east and west by navigable waters, it attracts the manufacturer because of the ease and convenience of freightage, while the high ridge of land reaching out the entire length of the city from north to south, affords opportunities for the homeseeker to secure an attractive and healthful home site. In addition to this, its proximity to New York City, and ease and frequency of access, allures the man of business or wage earner because of the brief time needed to escape from the busy mart to the quiet and comfort of home life.

Transportation thereto is afforded from the southern end of the city via the Newark and New York railroad or Central of New Jersey railroad and ferries, in from fifteen to thirty minutes, or from the Central or "Old Bergen" portion by Hudson and Manhattan tube system, in from twelve to twenty minutes, and from the northern section via trolley and Erie ferry in about the same time—surely a great improvement and advancement since the beginning of the century. Then urban conditions prevailed, with the infrequent traffic and lumbering stage coach, progressing gradually for local transportation to stage, omnibus, horse car, to the present trolley lines leading in every direction, supplemented by an extensive bus and jitney system, with taxicab at call, thus providing means of quick transportation throughout the city.

Probably the least known ferry in Jersey City by a great majority of its inhabitants, and yet to many the most important, is the "Mills Ferry," established in 1878. Its operation has been continuous throughout all these years, and it is still personally conducted by its originator and continues to yield to him a goodly competence. It is the only direct line of communication from the lower part of Jersey City with the Central railroad terminus at Communipaw. Because of the law compelling an open waterway east of the sugar house, no bridge or extension of street could be constructed east of Van Vorst street, and Thomas D. Mills, noting the opportunity, secured permission to operate a ferry for the carrying over "the Gap" the wage earners employed in and about the New Jersey Central terminal. Its convenience was readily recognized by those who wished to reach that point without the delay and inconvenience of twice crossing the Hudson or by following a roundabout way overland, and at the present time a daily average of over two thousand passengers take advantage of "Mills Ferry."

The steam roads centering here afford facilities for travel in every direction beyond the city limits—the Pennsylvania railroad, Lehigh Valley, Central Railroad of New Jersey, Baltimore and Ohio railroad, Erie, Susquehanna and Western railroad, the West Shore and Philadelphia railroads and branches—all terminate within the city limits. Thus rapid communication enables the wage earners to locate his home, if so inclined, amid rural surroundings, and

yet be within quick and regular reach of his place of employment in any of the great industries located in Jersey City.

The completion and operation of the Hudson and Manhattan tunnel gave a great impetus to the growth of Jersey City's population. The ease and rapidity of communication with the business centers of New York City attracted, because of the economy of time in reaching their places of business and the superior advantages of a residence here. The conception of a rapid and quick conveyance to New York City from the outlying suburbs on the west had occupied the minds of many. The ferries were at times already overcrowded, and it needed no special vision to foresee that in the very near future the congestion would be unsurmountable through the facilities then offered, or otherwise the growth of the outlying sections would be greatly retarded.

In 1874, after long negotiations, one D. C. Haskins, a civil engineer, determined it possible to construct a tunnel under the bed of the Hudson river from the Jersey shore to New York City that would solve the problem of quick transportation to the last named city, and a company was organized to carry out the scheme. The construction was begun in 1879, but after the cutting had progressed nearly two thousand feet from the entrance, the company failed and work was suspended. In 1890 a new organization was formed and operations resumed. Misfortune, however, followed them, for in 1892 the company was obliged to suspend, after about 3,600 feet of tunneling from the Jersey shore toward their objective point on the New York side had been completed. During the construction of this part of the tunnel, occurred one of those seemingly unpreventable accidents that are often connected with inexperienced engineering problems. At this time the "shield process" had not been brought into use, the method of procedure being through the use of compressed air to keep out the water of the river while pushing through the silt and sand under the bottom of the river. Unfortunately, a leak occurred and the inrush of the water was so great that the appliances at hand were inadequate to repair the break, and the increasing inrush greatly endangered the lives of the workmen. One Peter Woodland, who was stationed near the door of the air-lock, perceived the danger and gave warning to his fellow-workmen. Some of the men were thus enabled to escape. But realizing that none would be saved if the door was not quickly closed, so that those who had passed through the lock might escape, he closed the door, although at the cost of his own life with others, and with a heroism unsurpassed calmly gave his own life for others.

The failure of the operating company in 1892 caused another delay in construction. Meanwhile the necessity of traffic relief became more apparent, and Mr. William G. McAdoo became interested, and energetically pushed forward the scheme to complete what had been so long delayed. Mr. McAdoo's plan, finally adopted, was the one at present in use, viz.: The construction of tunnels from the Delaware and Western Terminal at Hoboken around through the Erie and Pennsylvania depots in Jersey City to a terminal station at Cortland street in New York City, and also a tunnel from the Delaware and Western Terminal at Hoboken to Christopher street, New York City, this to be extended to Sixth avenue and Thirty-third street, and eventually to connect with the New York Central railroad depot at Forty-second street in New York City. This latter connection is still under consideration. Fortunately the Pennsylvania Railroad Company became interested in the construction of the tunnel to Cortland street, and a company was organized for this purpose. In

1905 Harvey Fisk and Sons, financiers, became interested and the whole operation was consolidated in 1906 under the name of the Hudson & Manhattan Railroad Company.

The difficulties encountered in this great enterprise were overcome only by the untiring energy of Mr. McAdoo and his associates. In the first place, the financial conditions had to be met, and with the past misfortunes and the uncertainty of successful operation, the project was not easy to carry through, but a combination of grit, perseverance and confidence in the ability to complete the undertaking won the day, with the result that thousands of people are now daily whirled under the river to and fro, with ease and comfort, relieved from the vexatious delays caused by floating ice or obstruction by water craft. Some of the difficulties encountered in the construction of the tunnels are thus described by Mr. McAdoo himself:

At the deepest part of the river, near the New York side, a ledge of rock was encountered at the bottom of the river. This ledge was only twelve feet high, while the tunnel was eighteen feet. The problem that was presented was having to build the bottom of the tunnel through rock and the top through silt and, at the same time, support a river that was more than one mile wide and sixty-two feet deep, with a cover of only fifteen feet of silt between the top of the tunnel and the bottom of the river. It was necessary to blast the rock in the bottom and hold the silt at the top. This problem was considered so serious that doubts were entertained by eminent engineers as to whether or not it was possible of solution. This was, however, solved by the chief engineer, Charles M. Jacobs, and inside of a year the eight hundred feet of rock had been blasted out and the successful construction of the tunnels under the Hudson river was assured.

Not only were financial and engineering difficulties met with, but adverse interests, fearing the effect of a tunnel operation, combined in opposition and endeavored to defeat the undertaking; but finally all were overcome by the splendid and untiring efforts of Mr. McAdoo, and the tunnels became an accomplished fact. The section from Hoboken to New York was opened for traffic February 25, 1908, the remaining portion, from Jersey City to New York, came into operation July 19, 1909, and the then Jersey City devoted the day to rejoicing with the shibboleth of "Three Minutes from Broadway."

In Jersey City there are four stopping places, or depots, for the Hudson & Manhattan Railroad Company (whose final terminal is at Newark), viz.: Exchange place, at the old ferry landing; and the Pennsylvania railroad's local traffic depot, Grove street, near the center of old Jersey City, from where connection may be made with the Erie to Thirty-third street, New York City, and also with the Lackawanna at Hoboken; and lastly, Summit avenue station, the chief Jersey City station on the Heights, where already the great and rapid increase of passengers is forcing an immediate enlargement of accommodation facilities, now under way. Through these stations the residents of Jersey City may conveniently reach the Manhattan transfer for the through Pennsylvania trains for the West and South.

Vehicular Tunnel—The congestion and consequent traffic delay by ferry transportation brought to the front the consideration of other means of vehicular accommodation. The great increase of automobile traffic and the adaptation of such for freightage between the City of New York and the fast increasing and industrial and manufacturing interests on the New Jersey side of the Hudson river, compelled a decision in favor of a tunnel capable of accommodating this growing vehicular traffic. Although such accomplishment would seem to solve the problem and furnish quick relief, the undertaking was of so stupendous a character that special investigation was needed before actually

beginning such an enterprise. First, to ascertain the character of the substrata through which the tunnel must pass; second, to guard against any possible disaster during the progress of construction, and, when completed, third, and of greatest consequence, to determine upon the proper method of ventilation. In regard to the first difficulty confronting the operation, borings were made along the proposed route of the tunnel and a fair knowledge of the difficulties to be encountered was thereby ascertained. The second and third requirements, both the method of construction and the necessary ventilation, were closely joined. The building of the Manhattan tunnels had furnished a solution of some of the problems and suggested an avoidance of some of the defects of their construction; for instance, the unevenness of the roadbed and prevention of seepage, etc.

The channel of the Hudson river on the route of the tunnel is fifty feet deep at the deepest point, and between this and the top of the tunnel there is about twenty-five feet of mud and silt; beneath this will be located the tunnel, which will be the largest of the kind in the country. Its diameter will be but little short of thirty feet, and the length of the tunnel proper somewhat over one mile, but with the approaches, nearer two miles from entrance to exit. After the preliminaries had been determined upon, work was begun by sinking shafts, first on the New York side, and, after some delay caused by necessary negotiations for proper entrance way, then on the Jersey City side at Twelfth street. From the bottom of these shafts, boring was started in both directions—toward the exit, and likewise toward the opposite shore. When the tunnel is completed, these shafts will become part of the ventilating system.

The subject of ventilation was the cause of great anxiety, and the proper method could be ascertained only by actual experiment. It was evident that the constant passage of automobiles, generating a deadly poison in a confined space, was a serious menace, and investigations were begun by competent engineers at Pittsburgh; first, by ascertaining through actual tests how much of "carbon monoxide" would be thrown off by the average car; then, estimating the greatest probable number of cars there would be in the tunnel at one time, and hence the volume of such gas was determined. From Pittsburgh the investigation was transferred to Yale University, where a special room was built and the effect of this gas upon small animals and human beings was tested, and through successive tests it was ascertained how much "carbon oxide" a human being could endure without discomfort. The next step carried the experimenters to the University of Illinois, where a section of the proposed tunnel was built and the ventilating system thoroughly tested in various ways until their efforts were crowned with success, and the following plan adopted. The fresh air is driven along through the tunnel in a compartment under the roadbed, with a similar compartment above the passageway for the escape of the foul air. Low along the sides of the tunnel at intervals of fifteen feet, are large holes through which the fresh air is forced into the passageway, and in the ceiling above are similar holes for the exit of the poisonous fumes. After a long series of experiments this method was found perfect.

The work of excavation, or rather perforation of the material through which the tunnel must pass, is by the "shield method," which upholds the pressure of the river during the progress of the work. Instead of pushing forward the shield and removing the soil displaced on trucks back to the entrance, the shield bores through the silt and mud, raising a ridge at the bottom of the river some twelve feet in height. This is removed by working from scows from

above, a less expensive and easier method of removal than under the old system back through the tube. The danger of the laborers becoming affected with the "bends" has been reduced to a minimum. At this writing, the work of excavation is under full headway, and within the next year it is expected that regular vehicular communication between Jersey City and New York City will be an accomplished fact.

Journalism—The early history of the local press of Jersey City presents a rather discouraging picture. Several attempts to establish different publications were made, but after a brief struggle, with surprising regularity they succumbed to adverse circumstances and gave up the struggle. In 1856 the combination of the "Jersey City Sentinel and Advertiser" with the "Jersey City Courier," which had been established the year previous under the name of the "Courier and Advertiser," promised a more permanent enterprise, but in 1861 it, too, followed the fate of its predecessors, and now appeared the "Jersey City Times," under the management of William B. Dunning, an experienced newspaper man. It seemed to be placed upon a firmer foundation and gave evidence of continued existence. Major Z. K. Pangborn was for a short time its editor, but when the Civil War broke out he abandoned the editorial chair for military duties. On his return at the end of the war he established the "Evening Journal," and in 1867 entered into partnership with William B. Dunning, thereby absorbing the plant of the "Jersey City Times," the combination becoming known as the Evening Journal Company. In 1869 Mr. Joseph A. Dear purchased an interest in the paper, the firm becoming known as Pangborn, Dunning & Dear. Mr. Dear became the business manager, and from this time forth the history of the paper has been one of continued and increasing success. Just prior to the death of Mr. Dunning in 1877, the firm was incorporated under the name of the Evening Journal Association, Mr. Dear having the entire business management of the paper and Mr. Pangborn assuming charge of the literary and editorial department.

In its early life the struggle for existence was hard, but the combined abilities of the two men and their energy and determination in their respective departments overcame all obstacles and success was assured. In the beginning, accommodation for its composition and press room was secured in the upper story of the Darcy House, now the Fuller building, and from a rented hand press its early editions were run off. For a time the power was supplied by two or three longshoremen who were hired for that purpose. In 1870 the plant was removed to a frame building on the west side of Greene street, between York and Montgomery. The installation of a hot air engine, displacing the power supplied by human agency, shows the progress that had been made, the daily circulation of the paper reaching twenty-five hundred copies. With the increase of circulation, job printing naturally attached itself, and the business manager, recognizing the possibilities, added to the enterprise a regular job printing establishment. The increasing circulation and advertising of the paper demanded special attention, and in 1872 a lot on Montgomery street just west of Greene was purchased, on which a building was erected for the home of the evening paper, and an improved and complete equipment obtained—a greater power plant, printing facilities, stereotyping and linotyping, etc. The volume of both the newspaper and job printing demands increased to such an extent that it was necessary to separate the two, and in 1884 the Jersey City Printing Company was

formed, with Major Pangborn as president, Samuel Hague as secretary, Joseph A. Dear treasurer and general manager, and Edward M. Watson superintendent. The local business grew rapidly, and the reliability of its management drew many large contracts from the neighboring city, thus demanding still greater facilities, and the property in York street in the rear of the recently erected Journal building and adjoining thereto was purchased and an extensive and powerful printing plant there established. In December, 1896, Major Z. K. Pangborn sold his interest to the late Sheffield Phelps, who continued as president and editor of the Evening Journal Association until October, 1899, when he sold his interest to the late Elbert Rappelyea, who continued as president and editor until May, 1907. With the sale by Mr. Rappelyea of his interest, Joseph A. Dear became the sole owner of the newspaper. On the death of the latter on December 10, 1908, the property passed into the hands of the estate of Mr. Dear, the management being directed by two of Mr. Dear's sons, Joseph A. assuming the position of president and editor, and Walter M. Dear the position of secretary, treasurer and business manager. On August 30, 1919, Joseph A. Dear and Walter M. Dear purchased the interests of the other children of the late Mr. Dear and became sole owners of the property.

In October, 1909, the name of the newspaper was changed from the "Evening Journal" to the title "The Jersey Journal." In September, 1912, the home of the newspaper was established on Jersey City Heights, located on the small block of land facing Sip avenue, between Bergen avenue and former Wilkes street, since changed to Journal square. On this site a two-story brick and concrete building one hundred by one hundred feet was erected, with a five-story clock tower, at the junction of Sip and Bergen avenues. The Summit avenue station of the Hudson & Manhattan railroad immediately adjoining Journal square had been opened a few months prior to the occupation by the "Jersey Journal" of its new home, and from that time the Journal square section of Jersey City experienced a rapid business growth and real estate boom. The increased traffic congestion ultimately forced the city in March, 1923, to condemn the site of the "Jersey Journal" building for the purpose of establishing a public plaza. This public improvement forced the newspaper to remove to a new location facing the Hudson and Manhattan station at Summit avenue. The new site has a frontage of seventy feet on Sip avenue, running through the block to Newkirk street in the rear. Upon this property a three-story brick and steel building will be erected for the newspaper, with a large office building fronting on the Plaza. Building operations were commenced in July, 1923, with the expectation that the newspaper would occupy its new building in March, 1924.

Chamber of Commerce—The Chamber of Commerce really originated through the friendly gathering of some of the old merchants of Jersey City who at times came together to talk over city conditions and needs. There came Colgate & Company, then as now, ever alert, watching out for and advocating whatsoever was for the city's benefit; from lower Montgomery street, below Washington, came James Mercein, druggist; Samuel Clark, clothier; Anness & Murray, household goods; Henry Thompson, carpets; Robert B. Kashow, stationery and music; Robert B. Earle and John W. Parker, furniture and carpets; William Ward, hatter; above Washington and below Henderson street were: T. C. Brown and Van Anglen, dry goods emporium; George W. Clerihew, clothier; Tasker & Sutton, footwear; Morrow & Day,

caterers; Terhune Brothers, hardware; Warner & Carscallen, flour and feed; with Orestes Cleveland, from Dixon & Company, in the upper part of the city, stirring them all up to do something for the betterment of city conditions.

Finally, through informal talks, it became evident that in order to accomplish anything definite, there must be concerted action with a guiding hand, and a committee was appointed to formulate a plan for the organization of a Board of Trade. A meeting was called for March 14, 1888, at 47 Montgomery street, which was attended by many of the representatives of the then business firms, with the result that on the 25th of the following month an organization was effected under the name of the Board of Trade of Jersey City. Orestes Cleveland was made president; Jacob Ringle, Joseph A. Dear and Edward Hoos vice-presidents; F. W. Hayes secretary; and Frank Stevens, through whose suggestions many improvements have been carried out, was made treasurer. The importance of the organization was at once recognized and the use of the aldermanic chamber in the old City Hall was granted by the then Board of Aldermen. In March, 1889, permanent quarters were secured in the Second National Bank building, corner of Montgomery and Washington streets, and there remained until the latter part of 1906, when it removed to its new quarters over the Hudson County Bank. A complete record of the accomplishments of the board during its existence is not here possible, but it would cover about all of the notable improvements of the city during that time. Every contemplated improvement was openly discussed and the city authorities gave heed to the decision. With gradual expansion of the city it was recognized that a more compact, far-reaching organization was needed, and in February, 1913, the Chamber of Commerce of Jersey City was evolved out of the old Board of Trade, and continuing the former's policy, only with a larger scope, it became a very important factor in the guiding and control of the city's undertakings.

From present indications the future of the territory covered by Hudson county is not difficult to predict. With a number of flourishing communities of like needs and similar conditions, with no visible dividing lines crowding each other; from the force of circumstances, a single government must develop that will unify all the present existing municipalities. The duplication of governmental activities and similar expenditures demanded under present conditions cannot be long continued. The great development this territory is now undergoing will demand new adjustments. Sewerage, police supervision, fire protection and general governmental rules must be newly adjusted. The water question is even now perplexing the authorities of some of the units, and will become more serious with the passing years and increasing population. A beginning has been made in the right direction through the passage of an act by the State Legislature authorizing the consolidation of the North Hudson municipalities into one city, upon a favorable decision of the citizens on a referendum, evidently a forerunner of that all Hudson union that cannot long be delayed.

The development of the western waterfront is of consequence to every part of the county, and should be of uniform character and not left to the decision of different municipalities. Instead of thirteen different heads, each determining upon separate and independent policies, there would be but one controlling influence acting for the general good and determining questions of interdependence for the benefit of all. The grouping of the resources under one head

cannot fail to accomplish much more and to better advantage than scattered energies and less wastage of expenditure.

The completion of the vehicular tunnel under the Hudson, now under construction, will have an effect upon the growth of the city greater than is generally anticipated. As a connecting link with greater New York, it in effect obliterates the dividing line that has so long separated the two municipalities, and brings closely together their hitherto divided interests. Already additional vehicular tunnels are being projected that will bring the northern part of the county likewise in close communication with the city of New York, cementing the whole county in a sympathetic growth and development, and with a governmental union of the whole territory there would be no duplication of expenditures or adverse improvements.

The advantages presented by Jersey City for either residential or industrial purposes may be summarized as follows: Convenience of location and easy accessibility with the world's greatest trading mart in a minimum space of time; proximity to railroad freight terminals without the extra expense of lighterage; easy access for employees from neighboring sections at low cost, thus guaranteeing continuous labor service; religious facilities for all denominations; superior educational advantages; excellent sanitary conditions—thus presenting varied and unusual attractions for all classes.

Closely connected with the Chamber of Commerce are the many industrial operations carried on within the city's limits, covering the manufacture of almost every known commodity outside of the textiles. Over fifty thousand wage earners are daily contributing their share to meet the world's wants with a regularity and contentment that betokens an intelligent and judicious recognition of the relation between the employer and employed. The steady movement of trucks and railroad trains laden with merchandise, to and from the many factories, ever increasing, indicates an industrial city in the near future whose wealth of production will soon surpass the most extravagant predictions and bring Jersey City to the commanding position in the world of trade to which she is entitled by virtue of her natural advantages.

CHAPTER XXIII.

FRATERNITIES, SOCIETIES, AND CLUBS.

Masonry—The parent lodge of Free Masonry in Hudson county is Hiram Lodge, No. 17, instituted in 1847, with William H. Tallman as first worshipful master; Joseph W. Clewes, senior warden; James A. Alexander, junior warden. Mr. Alexander was the first man to be made a Mason in Hudson county. Forty years ago (1884) the Masonic lodges in operation in Jersey City were as follows: Varick Lodge, No. 31, organized 1854; Bergen Lodge, No. 47, organized 1857; Enterprise Lodge, No. 48, organized 1857; Eagle Lodge, No. 53; Teutonia Lodge, No. 72, organized 1865; Jersey City Lodge, No. 74, organized 1865; Highland Lodge, No. 80, organized 1867; Amity Lodge, No. 103; Rising Star Lodge, No. 109, organized 1868; Lodge of the Temple, No. 110, organized 1870; Zeredetha Lodge, No. 131, organized 1871; Allemania Lodge, No. 132, organized about 1880; Bay View Lodge, No. 146.

The present Masonic lodges (1924) are: Allemania, No. 132; Amity Lodge, No. 103; Bay View Lodge, No. 146; Bethel Lodge, No. 207; Eagle Lodge, No. 53; Enterprise Lodge, No. 48; Highland Lodge, No. 80; Jersey City Lodge, No. 74; King David Lodge, No. 7; Rising Sun Lodge, No. 109;

Varick Lodge, No. 31; Veritas Lodge, No. 228; and Zeredetha Lodge, No. 131. There are ten chapters of the Eastern Star in Jersey City at present. The Knights Templar are very strong in Jersey City. Commandery No. 1 was granted a dispensation March 12, 1858, and named Hugh de Payens. Its charter members were as follows: M. J. Drummond, William H. Doggett, John Hilton, Alexander Driver, George A. Tater, A. G. Gilkyson, Samuel Titus, E. Roquet, F. Corlis, David T. Jeffries.

The Knights of Pythias Order—Jersey City Lodge, No. 15, was organized December 9, 1868. The first officers were: Joseph W. Cochran, V. P.; John W. Orr, W. C.; William G. Parker, V. C.; John H. Orr, R. S.; John H. Garretson, B.; Edward Trudeau, I. S.; Reuben Howe, O. S. Forty years ago the Knights of Pythias lodges of Jersey City were as follows: Cincinnatus Lodge, No. 32, was organized in 1869; Lincoln Lodge, No. 36, was organized 1873; Hudson Lodge, No. 87, was organized in 1873; Lafayette Lodge, No. 79, was organized in 1872; Pythagoras Lodge, No. 62, was organized in 1881; Centenary Lodge, No. 1884; Woodland Lodge, No. 5, organized in 1881.

The present (1924) lodges of this popular order was formed in the city of Washington, D. C., just at the close of the Civil War by a few Union soldiers who had been honorably discharged there from both the army and navy of the United States. It soon spread all over the country, Washington being No. 1 in the lodges of this now extensive order. The Jersey City lodges of the Knights of Pythias are these: Admiral Farragut Lodge, No. 34; Bergen Lodge, No. 43; Centenary Lodge, No. 100; Hanover Lodge, No. 50; Jersey City Lodge, No. 36; Liberty Lodge, No. 4; Ritchie Lodge, No. 5.

Independent Order of Odd Fellows— This fraternity gained a foothold in Hudson county a few years after its introduction into the United States. The order was instituted in Manchester, England, in 1812. In 1884 the following Odd Fellows' Lodges existed in Jersey City: Hudson Lodge, No. 14, organized in 1833; Iroquois Lodge, No. 32, organized in 1845; Mechanics Lodge, No. 66, organized 1845; Lincoln Lodge, No. 126, organized 1868; Monticello Lodge, No. 140, organized 1869; Farnsworth Lodge, No. 143, organized 1870; United Brethren Lodge, No. 153, organized 1870; Onward Lodge, No. 159, organized 1871; Sumner Lodge, No. 180, organized 1874; Jersey City Lodge, No. 24, organized 1881.

The subjoined lodges of this fraternity are now in operation, doing very active work: Hudson Lodge, No. 14, with forty-one members; Jersey City Lodge, No. 24, with a membership of 404; Iroquois Lodge, No. 32, with a membership of fifty-nine; Mechanics Lodge, No. 66, with a membership of ninety-six; Lincoln Lodge, No. 126, with a membership of ninety-two; Monticello Lodge, No. 140, with a membership of forty-nine; Onward Lodge, No. 159, with a membership of 156; Steuben Lodge, No. 164, with a membership of 178; Mozart Lodge, No. 173, with a membership of 119; Sumner Lodge, No. 180, with a membership of 304; Summit Lodge, No. 182, with a membership of seventy-seven; Albia Lodge, No. 198, with a membership of 163; Alpine Lodge, No. 214, with a membership of 222.

In Hudson county the total number of Odd Fellows holding good membership is 3,587. All degrees of the order are represented in the county.

The Rebekah Degree of this order is represented in Jersey City by lodges as follows: Evergreen Lodge, No. 3; Myrtle Lodge, No. 10; Flora Lodge, No. 11; Augusta Lodge, No. 25.

Various Clubs of the City—The clubs of both men and women in Jersey City may well be called Legion for they are many. The Rotary Club has already been mentioned at length. Other clubs include these: The Anchor Athletic, of Central avenue; Achme Social Athletic, Beacon avenue; Bergen Reformed Men's Club, Highland avenue; Community Club, Pacific avenue; Comrade Club, Central avenue; Independent Social Club, Beacon avenue; Jersey City Woman's Club, Claremont avenue; and several other organizations.

Among lodges and associations other than the Mason, Odd Fellows, etc., already named, are the Ancient Order of United Workmen; Order of Hibernians; five councils of the Daughters of America; six councils of Daughters of Liberty; Daughters of Pocahontas; and Daughters of St. George. Also the Elks, or Benevolent and Protective Order of Elks; the Foresters of America, thirteen courts; Fraternal Order of Eagles; four posts of the Grand Army of the Republic; Ladies of the Grand Army (four circles); two Temples of the Ancient Arabic Order Nobles of the Mystic Shrine; Junior Order of United American Mechanics (fourteen councils of these); Knights of Maccabees; Loyal Order of Moose, three lodges; Order of Owls, one nest; six lodges of the Sons of Benjamin; Patriotic Sons of America, seven camps; United Redmen, four lodges; one lodge of the Woodmen of America; Woodmen of the World, one camp; and numerous labor organizations.

The Rotary Club—This club is numbered among the Rotary clubs of New Jersey as 249; it was organized in 1916 by eighteen charter members as follows: George E. Blakeslee, Ray Brundage, Charles Collins, Walter M. Dear, George Donaldson, Edward I. Edwards, "Pat" Garyn, Henry Kohl, William Ladue, Edward F. Nuse, James Orr, Joseph Peremutter, Joseph Payton, Thomas Rooney, Thomas Ryer, Thomas Sheehan, Mark Townsend, Ross Wilmot. All are still living except Messrs. Blakeslee and Ladue, but all are not still members of the club.

The first president was Thomas Sheehan, followed by George Blakeslee, Henry Kohl, Walter Dear, Douglas Schenck, Benjamin Farrier, Michael Cratty, Clarence Forney. The various secretaries have been: "Pat" Garyn, Douglas Schenck, Walter Muirheid, John Gibson, William Richardson, Charles Woodhull and Edward Cardinal. The present Rotary Club has a membership of one hundred and fifteen. They meet every Thursday noon at the club room. The chief accomplishments of the Rotary since its organization have been in behalf of the boys of the city. They have formed two boys' clubs, and instituted night schools for the boys, and are now contemplating the erection of a spacious modern club-house for boys.



PART THREE

CITY OF BAYONNE

CHAPTER I.

BAYONNE—FOREWORD.

By L. E. Travis.

Few cities in America possess the great natural geographical advantages of the city of Bayonne. It occupies the entire territory of the queer boot-shaped peninsula which projects due south from lower Jersey City; and its boundary lines east, south and west, are three distinct bodies of water, each of them carrying a tremendous percentage of the country's total freight tonnage. At its northern end, where it connects with Jersey City, the peninsula is about a mile wide; the leg of the boot is approximately three-fourths of a mile wide, and the shore line, or sole of the foot, which forms the north shore of the Kill von Kull, is about one and a half miles from extreme points, east and west. The toe of the boot-shaped peninsula is known locally as the "Hook." On this wonderfully developed section of Bayonne are located the great refineries of the Standard Oil Company, the Gulf Refining Company and many other world-famous plants. During the busy years of the War World, from 1916 to 1919, more than 15,000 workers were employed day and night in the Hook section of Bayonne. On the east of the peninsula lies the waters of New York bay, and on the west is Newark bay. The water along both east and west shores is shallow, but along the entire Kill von Kull shore the racing water of the Kills has dug channels so deep that the mightiest vessels of the sea find safe docking. Further realization of the geographical advantages of Bayonne as a center of great industrial development is found in the fact that the peninsula is in the geographical center of New York port district, as fixed by the New York port authorities.

Bayonne's streets and thoroughfares are paved almost entirely with smooth asphalt concrete, and are kept in constant repair by a municipal repairing plant. There are several jitney routes, excellent trolley service north from Bergen Point, also a ferry on the Kills. A transverse road runs to the industrial district or Hook, through Twenty-second street, and connecting with the main trolley route on Avenue C. Practically all streets in the city run north and south or east and west, the latter being numbered streets, starting with First street, along the Kill von Kull waterfront. The avenues, or main thoroughfares, run north and south, starting with Avenue A, near the Newark bay shoreline. The famous Hudson boulevard traverses the peninsula from First street almost due north on a line about one hundred yards east of Avenue A.

On the east side of the peninsula lie the tracks of the Lehigh Valley and Central Railroad of New Jersey, the latter railroad having a monopoly of the city's railroad passenger service, with stations at the Boulevard, Eighth street, Twenty-second street, Thirty-third street and Forty-fifth street. Trolley and jitney service is good and means are now being taken to make it far more convenient. The great industrial value of Bayonne's location has been clearly apparent to many of the great transportation experts of the country, and its availability for further industrial expansion is generally recognized.

During the early war period, Irving T. Bush, president of the Bush Terminal Corporation, proposed that the city build a terminal on the New York

bay shore, on filled-in land, by carrying bulkheads to deep water in New York bay and filling the bulkheads with channel silt by dredging operations. Similar proposals are being considered for the Newark bay side. With these developments presently to be in actual process of construction, the area of the city will be largely expanded, and much needed shipping facilities will be made available to the Port of New York.

The real history of Bayonne begins synchronously with the history of New Amsterdam. It was at Bird Point, the easternmost point of the peninsula, bordering the Kill von Kull and facing the forest-covered hills of Staten Island, that Henry Hudson first set his foot on American soil after his vessel, the "Half Moon," passed through the Narrows and saw opening before him the wonderful harbor of the future metropolis of the Western Hemisphere. Two days prior to that event, and while the "Half Moon" was sailing up the thirty-mile stretch from the white beach of Sandy Hook, a member of Hudson's crew named John Colman was killed by a Raritan Bay Indian, whose canoe he had grasped as it came close to the clumsy rowboat he had been sent out in to explore the Lower bay shore. His throat was pierced with an arrow, and he died within a few hours. The incident was an unfortunate introduction of the white adventurers to the aborigines of the country which Hudson was destined to open up to settlement by the Caucasian race. It also forbade for several days all attempts to establish friendly relations with the natives who, while apparently of friendly character, were of a warlike appearance.

The "Half Moon" cast anchor, as near as can be estimated from the somewhat ambiguous text in that vessel's famous log book, about halfway between what is now called Robbin's Reef Light and Bird Point. Bird Point at that time was a slender extension of the Bayonne peninsula, almost divided from the mainland, there being a tidal creek about half a mile west of the extreme end of Bird Point. The land was low and had but little forest covering, a large part of its territory being covered with marsh grass and cat tails, similar to the familiar growth now found on the Hackensack and Kearny meadows. Hudson made but a brief visit at Bird Point, but during the three or four days that his vessel remained at anchor, he managed with his customary diplomacy and skill, to overcome the warlike attitude of the Indians. By presents and gifts of a few knives, bright colored cloths and the inevitable rum, carried by all voyagers and explorers, he made friends with the aborigines at this meeting on Bird Point and gained his first knowledge of the river which was thereafter to bear his name. After permanent settlement was established at New Amsterdam, and firm relations had been established with the Red Men, it became known that Bird Point and the peninsula now called Bayonne was a favorite trail end for Indian tribes, who paid it periodic visits to gather oysters and fish, the bed of Newark bay and the New York bay shore along the peninsula being natural oyster beds and thronged each season with millions of pelicans, ducks, geese and many other water fowl. At that time the entire peninsula was covered, except along the Newark bay shore and the northern portion of the New York bay shore, with a heavy growth of stunted timber, the natural home of game and wild beasts, who also visited it for the bountiful supply of fish which could always be caught in the shallow water lying on either side of the peninsula. Well beaten trails made by animals and Indians were found on the peninsula when the first settlers ventured upon its territory to establish homes. The present boulevard follows very closely one of the old Indian trails found by these settlers.

CHAPTER II. COLONIAL CONDITIONS.

While the actual history of the peninsula begins with the voyage of Henry Hudson's "Half Moon," more than a generation passed before its recorded history began. In 1646, John Jacobson Roy, a gunner at Fort Amsterdam, and a favorite of the Dutch Governor, William Kieft, of New Amsterdam, was granted a patent to about three hundred acres of land on the peninsula. He selected Bird Point and the land now known as the Hook. This patent is the first recorded land transaction of the territory now known at Bayonne, and is dated March, 1646. Eight years later, in 1654, ten additional patents and grants of land were recorded in what is now called the upper section of Bayonne. These early landowners were Jacob Wallington, Jan Carneelissen Buys, Jan Lubbertsen, Lubbert Eysbertsen, Gerrit Peertersen, Jan Cornelissen Schoenmaker, Jan Gerritsen Van Immen, Hendrick Jansen, Van Schalckwyck and Jan Cornelissen Crynnen. All of these ten patents were for "25 morgens," and the land was described as lying between Genoenpaen, or Communipaw, and the "Kil von Kul."

Wallingen, or Wallington, one of these early grantees, came to America with Captain DeVries in 1635. Lubbertsen became a school teacher in New Amsterdam and was elected a burger in 1657, and in 1663 was appointed a commissioner to fortify Bergen. He sold his property on the peninsula to Hendrick Jansen Speir. Van Immen also sold his property, the purchaser of both tracts being an ancestor of the Vreeland family. Buys, another of the early grantees, disposed of his property to William Douglass for "one negro boy named Samuel." Following these grants are recorded a succession of smaller grants, indicating that at this early period settlers were taking up land on the peninsula for farms and homesteads, but the Indian wars, which are more fully told in other chapters of this history, intervened, and many of the early settlers were either murdered or driven into New Amsterdam. After the Indian massacre in 1655, the isolated farms and settlements on the peninsula were deserted for nearly twenty years, although it is probable a few hardy and venturesome settlers persisted in retaining the lands they had partly cleared and cultivated. In 1680 Van Buskirk's plantation at Van Buskirk's Point, on the north side of Constable Hook, was a thriving settlement and was visited that year by an English adventurer and writer who published a book describing the Province. He found Van Buskirk's plantation of about 1,200 to 1,500 acres well cultivated and "well stockt" with cattle. He also described other "plantations" along the New York bay shore at Pamrapo, a section of upper Bayonne on New York bay, a village of one hundred people, at about the center of the peninsula, near Currie's woods.

For more than one hundred years following 1680, there was little change in the conditions existing on the peninsula. The population slowly increased as the years passed by, but the growth was almost imperceptible year by year. The Indians gradually retired to the north and west, and as the menace of the Red Men lessened, settlers cleared more and more land, and the forest creatures gradually disappeared into the wooded heights beyond Fort Lee. The heavily wooded meadowland, which extended from Newark bay northward up the valley of the Passaic to the present site of Hackensack, became their refuge.

During this one hundred year period several incidents of historical interest in which the territory of Bayonne peninsula figured, played their part in deter-

mining the character of the people who were ultimately to become its settlers and the forefathers of its old-time residents. The most spectacular of these incidents read more like tales of adventure and romance than prosaic history, yet the facts are as narrated in old records, which are to be quoted as reliable and authentic.

To properly visualize the conditions as they existed in New York and the territory surrounding its harbor, which, of course, includes the present city of Bayonne, it is necessary to recite briefly some of the disadvantages which pertained to the life of the colonist toward the end of the seventeenth century and the opening of the eighteenth century. At that time the city of New York was rapidly growing in importance as a producer of wealth for ship owners. Vessels loaded down with cheap trading goods brought from foreign ports, returned to England or Holland with rich stores of furs and pelts brought to New York by trappers, Indian traders and others, who used them largely as money for the purchase of farming tools, dress goods, arms, ammunition, horses, cattle and other necessities of the early Colonial times. This business became so profitable that toward the end of the seventeenth century many small English and Dutch traders banded together in groups to purchase vessels which they loaded with trade goods and started their journey oversea. In most cases the captain of these vessels was a principal or part owner of the adventure, and in all cases his reward was dependent upon his skill as a trader, his remuneration being predicated upon the value of the cargo of furs and pelts he carried back. In the course of years, the great fortunes reaped by these captains, or adventurers, as they were then called, created great envy and discontent among the rough but hardy sailors forming the crews of these vessels. Pirating started; the captains and mates disappeared, and the crews took possession of vessel and cargo. Almost always quick fortunes were won by these pirate crews, and they spent their money lavishly in shipping ports, boasting of their gains. In an incredibly short while all sailors became potential pirates, and the adventurers were forced to ship double crews so that the vessel could be sailed into port, after most of them had been killed by mate or captain. Notwithstanding this drastic method of subduing the piratical proclivities of the sailors of that time, hundreds of vessels continued to be lost or were turned into pirate crafts, and they became so great a menace to honest traders that England, France, Spain and Holland joined forces to maintain war ships to drive the pirates from the sea.

New York harbor at that time was an ideal place of rendezvous for these sea marauders. The lower bay and the wooded coves, as bays of the coast line of Staten Island and the Arthur Kills, provided accessible places for prompt sailing to the open sea; while the Kill von Kull, Newark bay, and the impenetrable waterways of the meadowland which lay north of that broad body of water, were secure hiding places for the small vessels of that period. In New York, at this same period, shipping interests had become paramount and the chief source of the rapidly growing wealth of its inhabitants. Along the river front on both sides of the island were innumerable taverns, where sailors of whatever reputation or appearance were cordially welcomed, and these rendezvous became the news distributing centers for maritime affairs. The sailor who had turned pirate, heard in these places stories of rich cargoes that were to be shipped abroad, and while posing as a seaman, obtained the information he sought, of the means of defense the vessel possessed. The waiting pirate ship lay snug along Bayonne shores, or was hidden in the deeper

meadow wilderness. In 1701 the crew of one of Captain Kidd's vessels raided the countryside near Middletown, in what is now Monmouth county. It throws a strong light on the conditions which then existed to learn that this raid was precipitated by one Samuel Willett, a tavern keeper, who interrupted a court presided over by Colonel Andrew Hamilton, then Governor of the Province, and members of his Council, who were sitting with him at the trial of a member of this crew and who confessed that he had just completed a voyage to the East Indies with Captain Kidd. He brought into the court room a band of the prisoner's shipmates who were armed to the teeth. The prisoner, Moses Butterworth, and two others, were rescued, the Governor of the Province and his Council, with other court officers, being made prisoners and "kept in durance from Tuesday, March 25, until the Saturday following."

This glimpse at old-time conditions about New York harbor paves the way to an understanding of the action taken by the merchant colonists about the middle of the seventeenth century, when they organized a patrol of armed schooners and by concerted action drove the pirate ships from the port by laying seige to their hiding places and refusing admission to the port of every suspicious vessel. For years after this organized raid by civil authority, New York port was free of pirates. But the possibilities of quick fortune were too great to be long resisted. Piracy of vessels anchored in the harbor and even while tied up at the old-time wharfs on both sides of the city was soon renewed, and although strenuous efforts were made to punish and end these forays, they kept on steadily increasing.

The depredations of the river and harbor pirates were difficult of repression for the reason that the pirates made use of rowboats and small sailing craft, and because their operations were conducted almost always after dark. In the years following the Revolution, the criminal acts of these river and harbor pirates increased to so great an extent it became unsafe for small vessels to anchor anywhere in New York bay, or at any considerable distance from the New York shore. The marauders not only stole cargoes, but often at the point of gun or knife forced those in charge of the boats to deliver over the contents of the ship's money chest. Finally, women and girls found on vessels were carried away, captains and sailors were killed, and these outrages becoming of such frequent occurrence public opinion demanded that action be taken to end the growing menace. Preliminary investigation and the reports of ship crews and captains who had pursued the pirates after midnight attacks, proved that the pirates had hiding places in the wooded meadowland at the head of Newark bay and lying between the Hackensack and Passaic rivers. Many of them, when closely pursued, ran their boats ashore on the east side of Bayonne peninsula and sped across its wooded heights to the Newark bay shore, where they had boats hidden away in the heavy marsh grass for such occasions. Some of these pirates made their headquarters on the peninsula not far from the present site of the sand dunes on the Boulevard west of the canal.

At this time the meadowland lying between the Passaic and Hackensack rivers, starting at Point-No-Point at the head of Newark bay, and now part of the town of Kearny, was almost entirely covered with a heavy but stunted growth of what was called by the colonists "gumwood" trees. This woodland extended in an unbroken line from Newark bay to the northern limits of the meadow plain near the present site of Hackensack. Here and there, in this untracked wilderness, were stretches of salt meadows, partly covered with

water at high tide, with creeks and water-worn ditches at intervals leading mostly to the Hackensack river. The entire region was thronged with black watersnakes, and at several places, especially at Snake Hill, these reptiles were so abundant that the Indians called the place by a name meaning "the home of the snakes." This was the situation presented to the New York authorities, when it was finally forced to action by the insistent demand of the public and of the shipping interests of the city, whose very life was beginning to be threatened.

Conferences were held between the sheriffs of New York and Bergen county, and officers of war ships then in port were called in and a careful military and naval campaign was planned. The sheriff of Bergen county furnished several hundred armed men, half of them mounted, and these forces were spread along the high ground west of the meadows from the town of Harrison up to Hackensack. Men in armed boats patrolled the Passaic river north of Newark, and another armed patrol, including practically the entire adult male population of Bayonne peninsula, Jersey City, and the settlements on what is now called Jersey City Heights, patrolled the east border line of the Hackensack. Every vessel in the harbor at the time contributed small boats and armed crews, the naval vessels sending their gigs and cutters with howitzers placed in the bows. Naval officers were in command of the different flotillas, and when all was in readiness, at a designated time the attack started. One of the naval fleets swept the shores of New York bay to the Kill von Kull, while another swept around Staten Island, which also had its armed patrols on guard. The engagements with pirates started almost at once, the first being found camping near the shore of Oyster Bay at what is now about the center of Bayonne peninsula. This party fled inland, pursued by the armed patrol across the peninsula to the Newark bay marshland, where they escaped in boats. The attack started before daylight, and by two o'clock a large fleet of the pirate boats had joined forces at the mouth of Newark bay, where it seemed at first they intended to wage a pitched battle with the forces of law and order of the two States. But one or two rounds of canister from the howitzers on the armed boats caused them to retreat rapidly up the bay to the mouth of the Hackensack river, where all of them, except those who had been killed or captured, concentrated in what was believed to be their general headquarters.

This place was located by the pursuing boats at a point north of Snake Hill, on the Hackensack river, at a creek of unusual size, which opened from the west bank of the river. The sluggish water of the creek was almost entirely covered with overhanging branches and thick growths of meadow reeds, but the stream was deep enough to float craft of good size. It was a winding, crooked and snake infested marsh, with little solid land for pursuit by foot. It was near dark when the pursuers reached the hiding place, and it was decided to redouble the vigilance of all the patrol parties, leave a cordon of armed boats at the creek mouth and across the Hackensack river, and await daylight. Early next morning, after a sharp bombardment of the creek and adjacent territory by the small cannon carried by the naval boats, a volunteer party of eighteen heavily armed men entered the creek and endeavored to explore the hidden recesses of the meadow tract, and if possible, locate the headquarters of the pirates. An hour after their departure, long continued firing was heard, but not one of the courageous volunteers returned. In the afternoon another creek further up the Hackensack was entered by another

party of volunteers, but this party found no traces of the pirates. Their description of the impossible nature of the snake infested wilderness ended further attempts to penetrate the dangerous natural ambuscades of the meadow tract. A council of war was called, during which some one suggested that the woods be set afire at Point-No-Point, so that the pirates could be shot down and captured as they attempted to escape. The suggestion was adopted, and the fire which ensued swept up through the meadow woodland to the present site of Little Ferry. It burned for more than three days and nights. The fire drove many of the pirates to the high ground west of the meadows, and most of them were either captured or killed by the armed patrol. The grandfather of John Van Bussan, formerly sheriff of Bergen county, killed one of the pirates while he was trying to escape, as far up as the present site of Hasbrouck Heights. This long battle with the pirates and outlaws of New York harbor brought piracy to an end in New York harbor. It was one of the most thrilling and bloody battles New York port has ever witnessed, and is only paralleled in degree by the earlier battles with the Indians.

It is obvious that the inhabitants of the peninsula at the ending of the Revolutionary period and toward the end of the eighteenth century were perfectly familiar with the use of arms, inured to hardship, and in general, a hardy, courageous and law-abiding people, fully competent to take care of themselves, and thoroughly independent. These early happenings on or about the peninsula we now call Bayonne are essential to a complete understanding of the men and women who established on its territory the small hamlets, villages, farms, and fishing colonies, which were destined to give character, stamina and substance to those who created the city of Bayonne, as it is to-day.

CHAPTER III.

STEPPING FORWARD TO TOWNSHIP GOVERNMENT.

During the half-century after the Revolutionary period the growth and development of the peninsula city was slow but sure. The several communities which were growing up at Pamrapo, Centerville, Bergen Point and Constable Hook, each of them presented the characteristic customs and manners of the early settlements in New England. Churches and schools were among the first public structures to be erected, and the village store was the common meeting place for news and gossip. Means of transportation to New York, either for freight or passenger, was confined to boats. At the Van Buskirk farm, regular freight service by sail or rowboat was maintained, and each fishing settlement along shore made semi-weekly or daily deliveries of oysters, fish and game, in season, to the hungry marts of the city. Very few residents of the peninsula ever thought of making the journey by land. Throughout this period, the several communities existed and grew in prosperity without enjoying the benefits of organized government. Money was little used, and trading was done largely by swapping. Such money as came into the possession of the early settlers was sedulously set aside and saved. Transfers and sale of land took place without records being made. In 1840, with the creation of Hudson county by an act of the Legislature, the inhabitants of the peninsula began to take more interest in organized government, but it was not until April 10, 1861, that the movement came to fruition in the election of township committeemen, the first meeting of that body taking place three days later,

April 13, at the house of Henry B. Beaty, a former sheriff of Hudson county, who lived in the Centerville section.

Ten years prior to that event, however, the desire to effect civil government found expression in concerted, coöperative efforts by the several communities on the peninsula to secure improved transportation facilities and to place on public records a formal plotting of the peninsula territory for future street development. This first indication of civic ambition became a fact when the Legislature adopted an act dated March 16, 1857, authorizing the appointment of commissioners to "lay out streets, avenues and squares, in that part of Bergen township south of the Morris canal in Hudson county." Under the provisions of this act, five members were appointed, the commissioners being Andrew D. Melick, Jacob A. Van Horn, Jacob M. Vreeland, Hartman Vreeland and Egbert Wauters. The commission performed its services with diligence, and the map prepared by it remains to-day the official street map of the city. Subsequently, when the original statute was amended by the Legislature, April 7, 1868, Hiram Van Buskirk, Solon Humphreys, Henry Meigs, Jr., John Combes and Erastus Roundell were appointed map and grade commissioners for the township of Bayonne. This board, under the provisions of the act, continued in existence for five years, during which time certain revisions of the original map were effected.

During the twenty-year period from 1840 to 1860, the peninsula communities were represented almost continuously on the County Board of Freeholders and in the State Legislature, by men who took pride in the fact that their ancestors had held similar office under Bergen county territorial jurisdiction for a period of one hundred and fifty years. Among these officeholders were: Jacob M. Vreeland, who served as freeholder in 1848 and again in 1849, and in the Assembly in 1853; Jasper Garretson was elected freeholder in 1851, and in 1852 he was elected sheriff of the county, serving for three years. Hartman Vreeland was elected freeholder in 1852 and reëlected in 1853; ten years later he was elected to the township committee. Jacob A. Van Horn, who was freeholder in 1855-56, was the father of Henry K. Van Horn, who subsequently served as a member of the Bayonne Common Council, chosen freeholder and county clerk. Hartman Vreeland, Ebenezer G. Ferris, William L. Beaumont (who died in 1919, one of the oldest residents of the peninsula), DeWitt Clinton Morris, Peter Vreeland and Hiram Van Buskirk served as town clerk. The feeling of unity and coöperation which was awakened by the work of the street and map commission found expression in the activity of the campaign of 1861. Mr. Hartman was elected chairman and president by his fellow-committeemen, and Mr. Beaumont treasurer. Late in 1861 Mr. Ferris died and Colonel Egbert Wauters was elected by the committee to serve out the unexpired term.

At the time of this first step in Bayonne's civic history, the fierce passions of the Civil War were at their height. Public feeling in the community was taken up with the opening strife between the North and South. Local political affairs languished for the simple reason that practically every young man in the community was either in training, had enlisted, or was preparing to enlist as a soldier or sailor. For some years prior to the outbreak of the Rebellion, the local military organization known as the Close Light Guards, had attained popularity among young men of military age, and the weekly or semi-monthly training which had been persistently urged by Captain John T. Van Buskirk had converted them into well trained soldiers. The members of this organiza-

tion were drawn from every section of the peninsula, and in the ranks were representatives of many of the city's earliest settlers. When the epochal news of the bombardment and surrender of Fort Sumter arrived, the ranks of this command rapidly filled with patriotic recruits, and on May 1st this command was mustered in as Company E of the Second Infantry, New Jersey Volunteers, the formal ceremony taking place at Trenton, with Lieutenant Alfred T. A. Torbett, of the United States army, as mustering-in officer. Lieutenant Torbett afterwards became a major-general, and was in command of a Union army in the Shenandoah Valley. Captain Van Buskirk was almost at once given a commission as major of the Second Infantry and was succeeded as commanding officer of Company E by his cousin, First Lieutenant Hiram Van Buskirk, who was township clerk at the time.

Following Hiram Van Buskirk's promotion to the captaincy, Ensign James M. Simonson was promoted to a lieutenant, and First Sergeant Andrew Van Buskirk, a brother of Hiram, became ensign. The non-commissioned officers of the command included: First Sergeant Jasper M. Cadmus; Sergeants Hartman Vreeland, Henry C. Past, John A. Cadmus, Jacob Van Pelt; Corporals Cornelius Simonson, William Dexter and George H. Braisted. The roll included fifty-eight privates, including James B. Close, in whose honor the command was originally named. Among these Civil War patriots who were first to serve in the bloody battles of the Rebellion were George W. Yates, William Williams, William Vreeland, Peter Van Buskirk, Nicholas Van Buskirk, John R. Tuttle, Theodore Cadmus, Garret V. Braisted, Robert Chaffer, Robert Elsworth, Lawrence Gill, and Matthew D. LaTourette.

The command was started for the South almost immediately, being transported down the Delaware from Trenton to Annapolis, Maryland, aboard canal boats and barges, all other means of conveyance being exhausted. Company E remained on guard duty at the Naval Academy, the regiment having been assigned to Major General Winfield Scott. Subsequently the local company was moved to Hyattsville, Laurel and Bladensburg, Maryland, and finally to Washington, D. C. In July, the three months' period of service being expired, the command was mustered out at Trenton, to which city it had been returned. Most of the men of this original command reënlisted in August, 1862, in the 21st Infantry Regiment, New Jersey Volunteers, and were again mustered in at Trenton, September 15 that year, proceeding the following day to Washington. After a tour of guard duty at Frederick City, Maryland, and at Dam No. 5, the command marched to Sharpsburg, and took part in the battle of Antietam. Among the other engagements and battles the command took part in with distinction were: Fredericksburg (December, 1862, and May, 1863); Chancellorsville and Salem Heights (May 2-3-4); Franklin's Crossing (June 5). Colonel Gilliam Van Houten, the commander of the regiment, was mortally wounded in the battle of Salem Heights, and captured by the Confederates. Private James F. Braisted was killed in the same battle.

During the nine months' service, the period of the second enlistment, the local unit and the entire regiment won unstinted praise for exceptional bravery and courage. Hiram Van Buskirk was promoted to the colonelcy before the regiment was mustered out. Andrew Van Buskirk became adjutant, and George L. Fielder, father of former Governor James F. Fielder, was sergeant-major. At the time of this second muster-out the local command included among other privates, John Carregan, Hanson Cadmus, Richard Coddington, Jacob M. Garrabrandt, John H. McDonald, George W. Odell, Charles B.

Salter, Peter Garrabrandt, Richard McDonald, John O. Vreeland, Archie G. Welsh, Thomas H. Salter, Thomas J. Sharrott, John R. Tuttle, Samuel M. Odell, John R. McDonald, John A. Cadmus, Lawrence Gill, Richard Chaffer and Captain John Freeland, of Company I. Many Bayonne men enlisted in other commands, and most of them served for three years. Among these were: James H. Roake, who was township committeeman at the time of his enlistment, as a wagoner; First Lieutenant James M. Simonson; Corporals George Braisted, William Simonson, all of whom were members of Company K, Eighth Infantry Regiment, New Jersey Volunteers. Altogether, it was estimated at the end of the Civil War that Bayonne sent five hundred of its citizens to the battlefields of the four years' strife. Major-General Abner Doubleday, Colonel Charles W. Fuller, Colonel John H. Sleaman, Captain Philip Lumbreyer, Philip E. Vroom, George A. Atwater, were Civil War veterans who settled in Bayonne at the end of the war.

During the strenuous and trying months of the Civil War, the infant city learned to walk practically unaided, because of the absence of its able-bodied men. Elections were held, however, and in 1862 Jasper Cadmus and Sydney L. Carragan succeeded Peter Vreeland and DeWitt C. Morris as town committeemen; Beaumont, Wauters and Hartman Vreeland being reelected. Town Clerk Van Buskirk having reënlisted, the committee appointed Francis Smith, September 27, to succeed him.

Obviously, during these war years not a great deal of attention was given to local developments. Early in 1861 the urgent demand for increased transportation facilities made necessary the extension of the Central Railroad of New Jersey from its terminus at Elizabeth to direct connections with the port of New York, and for two years army engineers and laborers were busy on the peninsula with the necessary construction work on embankments and bridges. The work was completed and the Bayonne extension to the seaboard was opened to public traffic August 1, 1864. In addition to railroad construction, the same period witnessed the erection of the great coal depot on Constable Hook, known as the Port Johnston coal docks; and a number of industries, located on the same advantageous territory, began to make demands upon the community for the necessary labor.

With the return of its manpower from the war, local government took rapid strides toward order and system. The simple form of township government was soon found inadequate to meet the aspirations and needs of what was becoming a rapidly growing community, and in the early months of 1869 an act was passed by the State Legislature to incorporate Bayonne as a city. This act was approved March 10 that year. During the period from the time of the administration of Hartman Vreeland in 1861-62-63, the township committee of each year was as follows: 1864—Hiram Van Buskirk, chairman; Daniel Salter, William L. Beaumont, John Paret, Sr.; Mr. Beaumont was elected treasurer. 1865—Thomas C. Brown, chairman; Charles Davis, treasurer; John Van Buskirk, Jr., John Rowland and Daniel Salter. 1866—Thomas C. Brown, chairman; Charles Davis, treasurer; David B. Sanford, John Van Buskirk and John Rowland. 1867—Charles L. Noe, chairman; Thomas C. Brown, treasurer; David LaTourette, Joseph B. Close and Joseph Elsworth. 1868—Edward C. Bramhall, chairman; Thomas C. Brown, treasurer; William C. Hamilton, James W. Trask, Joseph Elsworth. The township board of 1868 was the last of its kind, and served until April 26, 1869, when it adjourned *sine die*, and gave place to the incoming officials of the new city government.

During the eight or nine years of township government, twenty-six men served as members of the respective committeemen. Most of these men were the descendants of the old-time settlers, and all of them were men in comfortable circumstances, some being retired business men. Without exception they were all clever in political strategy, but during the period none of them resorted to underhand practices, and they left office with the respect of their fellow-citizens, without regard to their political views. Subsequent to the change from township to city government, three of the old township committeemen became members of the Common Council of the city of Bayonne, three of them were elected to the State Assembly, and six others served at different periods as members of the Hudson County Board of Chosen Freeholders. The three Assemblymen were: Hiram Van Buskirk, who served in 1865; DeWitt Morris, who served in 1866 and again in 1867; and Thomas C. Brown, who served in 1876. Hiram Van Buskirk in 1869 was elected street commissioner and served in that office until 1877. In 1878 he was made chief of police, and continued in that office until his death in 1886. William C. Hamilton, who served as freeholder for four years, from 1870 to 1873, became city clerk in 1871, succeeding Francis I. Smith, and he continued to hold that office until he died in 1911, a period of forty years, during which he established a reputation for efficiency and ability which was Statewide.

During township government, Bayonne was entitled under the State law to representation on the County Board of Freeholders. Albert M. Zabriskie was the first to be elected in 1861, and was succeeded by Joseph B. Close, who later was elected a member of the township committee. Peter Vreeland was elected freeholder in 1863 and reelected in 1864; he was succeeded by DeWitt Clinton Morris, who was also reelected for a second term in 1866. Henry Clay Smith, elected in 1867, was also a two-term, and was still a freeholder when township government ended. Both Mr. Smith and Mr. Morris were elected to the Assembly while serving as freeholders.

CHAPTER IV.

WHAT ORGANIZED GOVERNMENT BROUGHT ABOUT.

It is a difficult thing to tell in the necessarily limited space of a local history of the beginning of small things which later grow to things of vital influence in the progressive development of a community. Attention has already been directed in these pages to the many great advantages Bayonne's location offered to industrial development. But industrial development can not take place, no matter how favorable the location may be, unless means of transportation is available, and a labor market on hand, ready to supply the manpower required.

The construction of the Central Railroad extension during the war solved one of the problems, and the end of the war, with the return of the infant city's manpower, helped to solve the other. The beginning of city government in Bayonne in 1869 was, therefore, an epochal period in local history. The communities scattered over the peninsula were now definitely organized, and under its charter the machinery of government was ready to move in accordance with the wisdom of those elected by the people of the city to represent them. The long period of bucolic existence was coming to an end, and the aspirations and hopes of those who had dreamed of a prosperous and busy community on the peninsula were about to fructify.

Before chronicling the events and recording the civic history of the peninsula subsequent to the city charter period, a retrospective glance should be given to the people who then made up its population. To a very great extent the people were still divided into four distinct communities. The old settlement at Bergen Point had grown in importance, influence, and in actual population. The famous Hotel LaTourette dominated the community as a social center of more than local renown. For more than fifty years it had been the scene of great social functions, and was almost constantly the abiding place of guests of National celebrity. Along Avenue A and extending north of Bergen Point well beyond the present site of the county park, were the ample estates and beautiful homes of wealthy residents. Most of these fine homes had grounds and well cared for lawns which extended to the shores of Newark bay, then a pellucid and beautiful body of water, teeming with fish of all kinds, and its shallow water a natural bed for the propagation of oysters. Along the New York bay shore line there still remained a number of old-time homesteads which in Colonial days had sheltered the early ancestors of those who were now preparing to open a new chapter in the development of the city. At Centreville, roughly that section of the present city north of Eighth street and extending to Twenty-sixth street, was assembled the largest population comprising the most active and enterprising citizens on the peninsula. The general store and post office of Hansen Carragan was the center of all the community interests. From its ample shelves everything desired by the village was to be purchased. Hats, caps, boots, clothing, guns, fishing tackle, needles, rope, tinware, glassware, cutlery, sugar, spices, molasses, medicines, drugs, tobacco and cigars, perfumes, millinery, farming implements, anything and everything customary to the old-time general store, was to be found tucked away on the shelves, in the cellar, or in one of the numerous outhouses or barns. Early in its history, this old store did much of its trading by barter or exchange, and down to and even after the Civil War period this old custom still prevailed, farmers exchanging eggs, fowls, vegetables and grain for household articles, clothing, arms or implements, as might be desired. Stores of similar character existed also on Bergen Point, where Robert A. Ansart had established himself in business, and at Sattersville or Pamrapo, Michael Mul-loney was the general store proprietor and postmaster.

The manners and customs of the people were typical of all purely American communities. Practically everyone in the respective villages was a member of a church, and church attendance was general. For amusement during the winter, the people had frequent "parties" at private residences, sleighing, skating and Thanksgiving and Christmas Day "turkey shoots," and target contests. Hunting and fishing at that time was an occupation and source of profit to a very considerable part of the population, as very extensive oyster culture had been carried on for many years by the Elsworth family for the New York market. Many heads of families found generous fortunes in their fishing enterprises. Intellectual recreation was found in lecture courses, given in churches, and in the debating and literary societies, which all church congregations took pride and pleasure in attending. Taken altogether, the people of the four communities at Constable Hook, Bergen Point, Centreville and Pamrapo, where hard working, industrious, honest and home-loving citizens, proud of their homes and of the communities where they lived, and particularly proud of the beautiful environment of the peninsula. They realized

instinctively the many advantages they possessed, and they were ambitious to further these advantages so that their home towns might grow.

On Constable Hook, even before Revolutionary days, there was established a factory for the manufacture of gunpowder. This plant was perhaps the first foundation stone of the fortunes of the Dupont family. In this old factory the first Dupont manufactured the gunpowder which Washington used in the battle of Long Island and in other actions during the fight for National independence. Prior to the Civil War, other small industries located on the Hook, and, as has been stated, the great coal docks at Port Johnston were completed just before the war started. All of these infant industries suffered under the hardships entailed by the war emergency and shortage of manual labor, but the completion of the Central railroad in 1864 more than compensated for the early war privation by bringing into the township numerous immigrants from Northern Europe. All these early emigrants were quickly and thoroughly assimilated into the several communities, and some of their descendants are to-day among the most successful and public-spirited residents of the city.

CHAPTER V.

BAYONNE UNDER CITY GOVERNMENT.

Before taking up the chronological history of Bayonne under city government, a brief recapitulation of affairs and conditions on the peninsula will make more apparent to the reader the infant city's potential strength and the richness of the opportunities which opened up immediately after the Civil War. We have traced in outline the early strength of the first settlers and watched the development and growth of village life in the four centers established before the Revolution. We have seen them struggling unaided by outside help, against many hardships, into self-contained and self-supporting communities. We have seen them working slowly upward and forward, always attaining something better for themselves and for their neighbors. We have seen them dwelling together in peace and happiness during generations when written laws did not apply to their transactions and dealings with each other. We have seen the wonderful changes wrought by peaceful pursuits and understanding, and the still more wonderful opportunities which followed in the wake of railroad transportation. We have seen emigrants brought in as common laborers completely and quickly made into real Americans with never a thought of hyphens. We have seen, if the picture is properly visualized, the birth and infant growth of a typical American colonial settlement and its final development into a city, the history of which, if space were available, might be written as a romance or dramatic tale of the success which attends human energy when directed by brains and ability along the open highways of peaceful effort.

As stated in the preceding chapter, the growing desire for a more complete and systematized form of government rapidly increased with the return of the city's man power after the Civil War, and the question of securing a city charter became a matter of general discussion late in 1867 and throughout 1868. In the Legislature early in 1869 the men most active in this movement—the list would include practically every man heretofore mentioned in this history as an officer of the township of Bayonne—caused a bill to be introduced entitled an "Act to Incorporate the City of Bayonne," which was duly adopted

and signed by Governor Theodore F. Randolph, March 10 that year. Under the provisions of this act, the city included in its territory the same land with the same boundaries possessed by the township. It was authorized to divide its territory into three wards, and gave the Mayor and Common Council authority to increase such municipal divisions as the population increased. The State census of 1865 gave the peninsula a population of 1,700, which number was rapidly increased during the succeeding years so that at the time the city was incorporated its population probably exceeded 2,500. The tax list of 1868 fixed the ratables of the infant city at \$2,910,175, divided as follows: Land by acre, \$2,021,000; houses and lots, \$504,750; personal property, \$284,425. Map and grade commission placed the power and authority of that body with the Mayor and Common Council. The revision was made necessary by reason of frequent quarrels between the commission and the Common Council.

The first election under the charter took place Tuesday, April 13, 1869. Henry Meigs, of the First Ward, a wealthy business man of New York City, was elected mayor, and Rufus Stone, William L. Beaumont, Charles C. Hough, Jacob R. Schuyler, John Combes and Joseph Elsworth members of the Common Council. William Meyers, principal of one of the public schools, was elected recorder. Mayor Meigs retained his office as the city's chief executive for ten years, being reelected in 1871-73-75-77. At the expiration of his final term he voluntarily retired.

The initial meeting of the first Common Council took place Monday, April 26, in Carragan's Hall, at Broadway and Twenty-second street. Jacob R. Schuyler was elected president of the council; Francis T. Smith, city clerk; Samuel T. Brown, another rich merchant doing business in New York City, treasurer; John H. Carragan, collector of revenue; Col. Hiram Van Buskirk, street commissioner; Emmet Smith, city surveyor and city engineer; William H. H. Johnson, city attorney; Leon Abbett, later to be elected twice as Governor, city council; Edward Perry, overseer of the poor. Under the city charter it was designated that the people should elect a mayor, two councilmen from each ward, a recorder or police magistrate, a tax assessor, a constable, pound keeper, commissioner of appeals, three inspectors of elections, three school trustees from each ward, to be members of the Board of Education.

The new city charter was submitted to the voters of the city at a special election held March 19, nine days after Governor Randolph placed his signature to the enabling act, and the vote registered was 225 for and 34 against. Three years later the charter was revised by an act passed March 22, 1872, and signed by Governor Joel Parker. The revision was purely technical, and was formulated for the purpose of ending the authority of the map and grade commissioners.

The members of the Board of Education appointed by the council were: Dr. Frederick G. Payn, who served for ten years; David C. Holsted, Charles Davis, John Van Buskirk, Jr., Nathan Bartlett, Cornelius V. H. Vreeland, William D. Myers, Joshua H. Jones and John W. Russell. Dr. Payn was elected president of the board, and Mr. Myers, secretary.

Mayor Meigs' long administration was progressive from the start. He was an enterprising and energetic business man, and he adapted business methods in the conduction of the affairs of the city. His administration marked a change in the personnel of the city's official family. He largely ignored the claims of those descendants of the early settlers who based their demands for political recognition on the achievements of their ancestors.

Many of the newcomers who became permanent residents of the city after the war were New York business men and most of them were in comfortable circumstances and deeply interested in the prosperity and welfare of the city they had selected for their future homes.

Public improvements of many kinds were inaugurated during Mayor Meigs' régime and pushed to completion with energy and businesslike determination. Many streets and avenues were graded, guttered, and sidewalks laid; and lower Broadway, then called Avenue S, and West Eighth street, then called Sixteenth street, were paved with Telford macadam. Sewers were laid, gas pipes were put down in all graded streets, and street gas lamps were put in place and lighted for the first time February 29, 1872.

Five school buildings were erected under the supervision of the school trustees, and a system of instruction was inaugurated that was based on the most up-to-date and efficient plan, placing the young city on a par with most of the older and larger cities of the State. The standards of excellence thus established have been continued and amplified by each succeeding board since that time. A board of health, paid police department, a city department of volunteer firemen and four stations of the Central railroad were established. It was early in Mayor Meigs' administration that negotiations for the sale of a large tract of land belonging to the old Van Buskirk estate on Constable Hook were concluded by the Standard Oil Company, which in 1872 opened its first unit of the great oil refining plant which now covers several hundred acres of that territory. A separate chapter in this history tells the story of the Standard Oil and other great industries which at this time and later located on Constable Hook.

An ordinance to prevent horses, cattle, swine, sheep, goats, dogs and geese from running at large in the public thoroughfares and highways was the first to be passed by the Common Council. It bears the date of May 19, 1869. At the meeting of the council, June 15, 1869, an ordinance was adopted fixing the salaries of city officers for the year ending the first Monday in May, 1870. Under this ordinance the city clerk received \$800; the city collector and city treasurer, \$600 each; the tax assessor of each of the three wards, \$125 each; the city attorney, \$200; the recorder, \$300 the first year of his term, \$400 for the second, and \$500 for the third year. Judges of election received \$6, clerks \$7.50, and commissioners of appeals in tax cases \$5 for each day employed. Other ordinances placed on the city's books during its first year regulated "inns, taverns, restaurants and beer saloons, prescribed duties for various city officials to open, grade and regulate twenty streets and avenues," and one of much importance at the time, "to establish and regulate a police department in the City of Bayonne." The first tax ordinance directed the assessors to levy assessments aggregating \$31,620, for the following amounts and purposes: Interest payments, \$4,935; payment of salaries, \$3,325; printing, \$1,000; public schools, \$8,000; street repairs, \$5,000; poor support, \$500; map and grade commission, \$5,000; police department, \$2,100; city prison and lock-up \$500; election expenses, \$50; public health, \$100; contingent account, \$1,000. Almost immediately after the adoption of the police ordinance, Mayor Meigs appointed George B. Whitney chief of police, and Cornelius Van Horn and Michael Connelly patrolmen. Shortly before the end of the year the Common Council voted to rent a place for holding council meetings in the three-story building at Avenue D and Maple avenue. This building still stands at the northwest corner of Broadway and Thirty-first street, and is known as Hendrickson's Hall. Council meetings and the business of the city were

carried on in this place for five years, until June 30, 1874, when they again returned to Carragan's, which had meanwhile been reconstructed for use as a city hall.

The spring election of 1870 brought but one change in the personnel of the Common Council, Rufus Story being succeeded by David C. Halsted, a member of the Board of Education. His place on the school board was taken by the Rev. Henry W. F. Jones, pastor of the Bergen Point Reformed Church. The only other change on the education board was due to the retirement of Cornelius V. H. Vreeland, who was succeeded by Frederick Bayliss. The changes among the city employees were trifling also, J. Connor Smith, a New York bank employee, taking the place of Samuel T. Brown as treasurer, all other employees being retained.

Probably the most important ordinance adopted in 1870 was that passed November 15, "to establish, regulate, and control a Fire Department in the City of Bayonne." There were three volunteer organizations in existence at the time, with an aggregate membership of 120 men, many of them prominent citizens and business men, and every fireman was a natural politician. With the department under centralized city control, its members immediately became a much more powerful factor in city affairs and its members took prominent part in all public events and social doings.

The Bayonne Hook and Ladder Company, No. 1, located in the Pamrapo section, was the first volunteer company equipped with truck, ladder and buckets. Hope Hose Company, No. 2, located on Broadway, near Twenty-seventh street, was the second, and Bayonne Engine Company, No. 1, located at Bergen Point, had its chemical engine with twin cylinders of eighty gallons capacity. Its house was on the ground floor level of the old Schuyler Hall on Eighth street, now used as the vocational school. The first chief of the city fire department was Ebenezer Berry, Sr., a member of Hope Hose Company, who was also the last chief of the old volunteer department. His son, of the same name, about twenty years later, was twice made chief engineer of the Bayonne Fire Department. Subsequently, and within ten years, the city fire department companies were increased to six, the Independence Fire Association, No. 1, being organized by citizens of Bergen Point; this company was equipped with a hand-pump engine. Excelsior Bucket Company, No. 1, was similarly organized by citizens of the Centreville section. Kill von Kull Engine company, located on Constable Hook, near the paint works of C. T. Reynolds & Company, and organized by employees of that concern, was equipped with a hand-engine furnished by their employers. Fire alarms at this time were sounded by the ringing of church and school bells, by factory whistles, and by the whistles of Central railroad locomotives. At Bergen Point and Bayonne railroad stations and adjacent to most of the fire houses steel tires suspended from scaffolds were the effective signals which started the bells ringing. In the event of fires, everyone not in a sick bed turned out to help, the more able-bodied helping to drag the fire apparatus to the scene and pumping the engine by its side bars up and down, while even the women folk at times helped on the bucket line.

CHAPTER VI.

CIVIC HISTORY.

The need for street improvements and the construction of sewers was one of the most insistent problems Mayor Meigs was called upon to solve, and he

accomplished this effectively by insisting upon the adoption of more than forty ordinances for the improvement of streets and avenues during the first two years of his administration. Broadway was opened and macadamized from the Kill von Kull to the Morris canal, thus giving a direct and well-paved route for vehicles throughout the entire length of the city. Work was also started on Avenue C and Avenue R, the latter being the south end of Avenue C. These improvements, together with a very considerable increase in the salaries of the city's employees, made a big jump in the tax assessments of 1870. Increases of salaries of about fifty per cent. were allowed the city clerk and the collector, to \$1,200 and \$900, respectively. The three assessors were allowed increases of 100 per cent., to \$250; the city council was awarded \$500, the overseer of the poor \$150; no additions were made to the salaries of either the city treasurer or city attorney. The total tax levy for the year was \$58,936, which was divided: Police, \$6,700; street repairs, \$6,000; interest on school bonds, \$4,060; interest on township bonds, \$2,835; map and grade commission, \$7,600; board of health, \$500; printing, \$1,000; maintaining the poor, \$300; public schools, \$22,741.

Early in January, 1871, William C. Hamilton, the city's representative to the Hudson County Board of Chosen Freeholders, was appointed city clerk, replacing Francis I. Smith, who was elected from the First ward to succeed William L. Beaumont in the Common Council at the third annual election. Edmund Isbells, a wealthy builder, succeeded Charles C. Hough from the Second ward, the latter returning to the council in November, when he was elected to fill the vacancy caused by the resignation of Jacob R. Schuyler.

The council of 1871-72 abolished the office of city attorney, leaving Leon Abbett as the city's sole legal adviser. Williard T. Eddy, Jr., was made associate city engineer, with Emmet Smith as chief. Councilman Smith was elected president of the council. Local legislation during these two years included improvements in lighting the city streets and public places; in the laying of water and gas pipes; the adoption of ordinances for the improvement of thirty streets; and other ordinances fixing the salaries for the city surveyor, increasing the salaries of the city treasurer to \$1,200, the city clerk to \$1,600, the collector of revenues to \$1,300, and fixing the salary of the street commissioner at \$1,200. The tax budget was increased to \$65,000, divided as follows: Public schools, \$21,838; street repairs, \$10,000; police, \$8,000; salaries, \$7,800; support of poor, \$500; fire department, \$1,300; board of health, \$500; printing, \$500; map and grade commission, \$1,000; assessment map, \$2,000; contingent, \$2,250; interest on bonds, \$9,315.

The council of 1872-73 experienced a number of changes. David C. Halsted who was reelected in the spring, resigned in October, and Captain David LaTourette was his successor. David W. Oliver won in the spring election over Edmund Isbells, but the latter returned to the council in November, being elected to fill the vacancy caused by the resignation of Charles C. Hough, whom he succeeded as president of the council; James Rollston and James Wilson were elected by the Third ward. There were also many changes in the appointive officers of the city. Alexander T. McGill, later to be known as one of the ablest lawyers in the county and for many years Chancellor of New Jersey, was made city attorney, taking the place of Leon Abbett, who resigned as city counsel. Peter Girth was made poormaster. Robert Donnell was made a school trustee, in place of Charles L. Lord for the First ward; and J. Watson Ellsworth replaced Peter C. Doremus from the Third ward. The map and

grade commission expired under the terms of the law creating that body, and the Mayor and Common Council created an additional ward, the Fourth.

One of the ordinances passed in 1872 required that all fiduciary officers of the city furnish bonds in specified amounts. Salaries of city officials were again raised during the year, the city clerk to \$2,460; street commissioner to \$1,500; city collector, \$1,600; recorder, \$800; city attorney, \$1,000; tax assessor, \$650; overseer of poor, \$250; supervisors of taxes, \$150 each. In May, 1873, an ordinance establishing a sinking fund for the liquidation of the city's accumulating debts was adopted, under the terms of which \$2,500 were set aside for the twenty-year school bonds then outstanding and amounting to \$69,975. The dollar poll tax levied in 1872 for the public schools was reënacted, and \$1,000 from this source of revenue was appropriated for the sufferers of the great Chicago fire, the appropriation being made under the authorization of a special act of the State Legislature. The tax levy for 1874 was \$74,103.62, divided as follows: Police Department, \$9,500; salaries, \$10,000; poor relief, \$1,000; printing, \$2,000; street repairs, \$7,000; Board of Health, \$1,000; interest on township and city bonds, \$7,300; public schools, \$15,650.

The council of 1873-74 was increased to eight members by the addition of the Fourth ward to the political divisions of the municipality. The members were: John Newman, president; David W. Oliver, Henry Van Horn, Thomas Brady, Charles Fitzpatrick, Samuel Higgenbotham, David LaTourette, James Rollston. Three additional members were also added to the Board of Education: Robert Sullivan, James MacCormac, and Adam Kringman, being the new members. The Rev. Henry W. F. Jones was elected president. These were the only two changes in that year's school board. The police records of 1873 show that 46 places were licensed to sell liquor, and that the total number of arrests for all causes were 225.

The Common Council for 1874-75 had three members whose names had not been prominent in political affairs. They were: George H. Gale, who succeeded David LaTourette; the Rev. Jasper A. Cadmus, a minister of the Second Adventist Church; and William S. Denlin. John McDonald was made overseer of the poor, and William L. Beaumont assistant street commissioner. During the councilmanic year the Board of Education was increased by six new members; they were: Stephen K. Lane, Elbert Scofield, J. R. Cruikshank, John McRae, Luther L. Spring and Col. Charles W. Fuller.

Additional salary increases were made this year, the street commissioner being advanced to \$1,600, with \$1,000 additional for an assistant. The salaries of the police chief and patrolmen were fixed, the former at \$1,000 and the latter, \$800. The reconstructed premises owned by Carragan proving adequate for the needs of the city's increasing business, it was decided to purchase the property, and the transfer took place June 30, 1874, the consideration being \$10,500. The affairs of the city were conducted here for eighteen years and until the present City Hall building was erected in 1892. The tax budget in addition to the items mentioned above, provided for public schools, \$15,000; elections, \$600; sinking fund, \$2,000; matured township bonds, \$4,000; interest on bonds, \$8,365; police, \$9,100; printing, \$2,500; stationery, \$500; street repairs, \$5,000; poor fund, \$1,000; sundries, \$3,220; insurance, \$300; tax maps, \$2,000; janitors' salary, \$480; Morris canal abatement, \$2,900; street lighting, \$13,631; the total tax being \$70,365.

The official changes during 1874 included the appointment of Henry K. Van Horn as collector, on his resignation as a member of the council, his coun-

cilman's successor being James H. Dilks, who was prominent as superintendent of the C. T. Reynolds & Company plant on Constable Hook. The changes in the council of 1875-76 were confined to Mr. Dilks, above mentioned, and the election from the Fourth ward of William H. Teal to take the place of Thomas Brady. Changes in the city official family were not many during 1875. J. Connor Smith was appointed treasurer, and Thomas Carey, of Greenville, was made city attorney. George Taylor was named overseer of the poor. In the Board of Education, Frederick Bayliss was returned after one year's absence, and David Wilson, Isaac L. Allen, Sr., and Michael Griffin constituted the only changes.

It is discernable that during this period the voters of the growing community were satisfied with the men elected as city fathers. Changes had been inconsiderable for several years, and in the annual election of 1876 only two changes were made in the membership of the council. William Cadmus, a member of one of the old pioneer families, was elected to the place occupied for four years by David W. Olion, and Isaac L. Allen, Sr., a member of the Board of Education, took the place of James Rollston, who had served three years. The council appointed Edward A. S. Man city attorney, in place of Mr. Carey. The school board changes included the election of Charles L. Lord, John Carnrick, William Ellsworth and Alfred P. Vredenburg.

During the centennial year, ordinances were passed increasing saloon licenses from \$15 to \$50, and for inns and taverns or hotels from \$30 to \$75. The mayor was authorized to issue proclamations for the destruction of unmuzzled dogs, and to issue licenses to peddlers. Amendments were made to the police ordinance regulating the proceedings of the recorder's court, and prescribing the rules for the storage and sale of gunpowder and other dangerous explosives; regulating the use of public docks and wharfs, and fixing charges therefor; regulating the disposal of garbage in the waters surrounding the city; fixing penalties for the displacement or removal of surveyor's monuments and landmarks locating public highways.

Considerable comment having arisen over the continual increase of salaries paid to the city employees and for a more economical policy in conducting the financial affairs of the city, the Common Council started an investigation for the purpose of formulating a system by which salaries of employees might be equalized. This plan aroused a great deal of opposition, and although several reductions of salaries were made before the year ended, the controversy remained a continued source of argument and debate until 1878. The successful candidates of the election of 1877 were Peter L. Buchanan, a New York lawyer; William Ellsworth, Patrick Desmond, John Combes, Michael Griffin and David W. Oliver. These changes in the personnel of the council were reflected by similar changes in the school board, Frederick Schilling taking place of Trustee Carnick; George W. Cornell, Abraham J. Van Buskirk and John Magner taking the place of those who either resigned or who were defeated in the election. In the school board of 1878 there were additional changes. Alexander G. Humphries, now for many years president of Stevens Institute of Technology, made his first appearance as a public educator by taking the place of the Rev. Henry W. F. Jones; James H. Dilks, William C. Farr, George Washburn, John Morgenthaler and John J. Cooney were his new associates.

John H. Beshar, for many years a leading citizen of the Second ward and secretary of Bayonne Lodge, F. and A. M., No. 99, was appointed recorder in

1878, taking the place of William Q. Meyers, who had occupied that position since the first year of city government. Mr. Beshar served for fifteen years, his death in 1894 taking place while he still held office. He earned more than a local reputation for integrity and the impartial performance of his judicial duties.

Notwithstanding the changes in council, there were few changes in the appointive offices. These were: David B. Sanford, street commissioner, in place of Hiram Van Buskirk; Hiram Van Buskirk, police chief, taking the place of Thomas Clemens—a near relative of Mark Twain—who replaced Edward A. S. Mass as city attorney. Emmet Smith temporarily retired as city surveyor, being replaced by James H. Van Buskirk in 1877, and by Sydney H. Carragan in 1878.

The advisability of further increasing the number of wards in the city was under discussion at this time, and Mayor Meigs had taken a very decided position in opposition to the plan. The council, however, passed the measure August 14, 1877, and he vetoed it. Two weeks later the council again passed the resolution over the mayor's veto, but at the meeting of January 22, 1878, the council reconsidered the act and repealed the ordinance.

Mayor Meigs declining to run again for mayor, Councilman Stephen K. Lane, Republican, in a bitter contest against Councilman David W. Oliver, was successful in the mayoralty fight. His place in the council was taken by Alfred W. Booth, coal and lumber merchant, the other members of the council being: First ward, John Newman; Second ward, John Van Buskirk and Jesse K. Vreeland; Third ward, William Ellsworth and John Combes; Fourth ward, Michael Griffin and Patrick Desmond. The latter died before the expiration of his term, and was succeeded by John Burns, a saloon proprietor. The school trustees were: First ward, Charles L. Lord, Alexander C. Humphreys and Dr. H. Mortimer Brush; Second ward, Elbert Scofield, William C. Farr and D. H. Hendrickson; Third ward, George Washburn, Luther Van Buskirk and David B. Sanford; Fourth ward, John J. Cooney, Patrick Sweeney and John Magner. The only changes made in the appointive offices were: Lathan Barney, street commissioner to succeed David B. Sanford; and to reappointment of Emmet Smith and William T. Eddy as city surveyors and engineers.

Mayor Lane's financial statement of the city's affairs made to the State Comptroller in October, 1879, presented the following information: Contracted war bond obligations, \$17,200; assessment fund, \$228,000; improvements, \$219,000; tax bonds, ten years, \$165,000; city bonds, twenty years, \$106,500; total funded debt, \$735,700; floating debt, \$76,758.22; sinking fund, \$27,000; valuations, real estate, \$5,250,500; personality, \$153,000; tax rate, \$1.47 per \$100. During 1879, matured township bonds amounting to \$25,000 were paid off. The total tax levy that year was \$61,439.

Early in Mayor Lane's administration the question of creating an additional ward revived, and in 1880 a new ward was created by dividing the existing Second ward. The councilmanic changes during Mayor Lane's term of office were: 1880—Henry C. Selvage, First ward; William Kelly, Fourth ward; John W. Mitchell, Third ward; 1881—John Newman, First ward; Thomas M. Garrett, Second ward; William Ellsworth, Third ward; James Reilly, Fourth ward; Daniel O'Reilly, William J. Donne, Fifth ward; 1882—Henry D. Kernaghan, First ward; William C. Farr, Second ward; John W. Mitchell, reelected, Third ward; William Ellsworth, reelected, Third ward:

William Kelly, reëlected, Fourth ward; William J. Donne, reëlected, Fifth ward. Trustee O'Reilly dying during his term of office, Michael C. Cogan was elected as his successor. During the same years William E. Van Buskirk, son of former Councilman John Van Buskirk, was appointed collector, and Col. Charles W. Fuller was again made city attorney in place of Thomas Clemens. City Clerk Hamilton, Tax Assessor Lord, Chief of Police Van Buskirk and City Surveyor Smith retained office undisturbed.

Many changes in the Board of Education took place under Mayor Lane's administration, largely because of the creation of the new ward. They may be summarized as follows: 1880—First ward, Charles L. Lord, reëlected; Second ward, Arthur Sands; Third ward, Davis B. Sanford, reëlected, and James H. Rowland; Fourth ward, James Reilly. 1881—First ward, Alexander C. Humphreys; Second ward, Alexander Cristie, Charles A. Woodruff and Dr. Samuel J. Myers; Third ward, James H. Rowland, reëlected, and John H. Sleaman; Fourth ward, James Driscoll and Michael Griffin; Fifth ward, Richard T. Headden, Michael C. Cogan and James Harley. 1882—First ward, Dr. H. Mortimer Brush, reëlected, and Henry R. Wheeler; Second ward, Sterling F. Hayward; Third ward, John H. Sleaman, reëlected, and J. Theodore Burke; Fourth ward, Patrick Sweeney and Charles F. Schroder, Sr.; Fifth ward, James Harley, reëlected, and James Van Winkle, the latter being elected to take place of M. C. Cogan, who resigned. The annual tax levies from 1880, 1881 and 1882 were, respectively, \$75,563, \$76,578, and \$80,773.75.

Up to 1882 the city had been using water from wells and pumps. These archaic sources of supply had been the source of much ridicule and comment, and the great increase of population caused grave anxiety to members of the council. Early in 1881, negotiations were opened with Jersey City to secure water service from that municipality, and in June, 1881, the city of Bayonne made its first contract for water. During that year the big cast-iron mains were laid from Greenville along Avenue D at a cost of \$61,860.50. Water was first delivered through these pipes early in 1882, under a ten-year contract. The water was pumped from the Passaic river at Belleville, and almost immediately its deleterious qualities manifested themselves by the appearance of typhoid fever, the death rate from that disease running as high as 80 to the 1,000. Every precaution was taken by the Board of Health, and no one except careless residents used the water for potable purposes without boiling. Before the expiration of the ten years' contract period, negotiations were opened with Washington & Beall for an artesian well supply from Staten Island, and a contract was entered into for such a supply in September, 1894. Legal obstacles, however, were raised to this project, and in 1895 Washington & Beall assigned their contract to the New York and New Jersey Water Company, the latter corporation, July 12, 1895, making a contract with the East Jersey Water Company for a supply from their plant at Little Falls. In compliance with the terms of this contract, water from Little Falls was turned into the Bayonne water mains, February 21, 1897. The service thus started furnished pure and wholesome water, but as the years passed and the population increased, the supply became inadequate, the pressure often falling so low that many homes in the city found it impossible to obtain water above the first floor. After 1910 the increase of population still further reduced the water supply, and there were frequent occasions when a real water famine existed for several days in succession. Agitation for an increased water supply made the matter an issue in the campaign of 1919, and immediately after the

election that year Mayor Homer Axford, Dr. Bert J. Daly, John O. Devlin, Robert Talbot and John P. Smith, the successful candidates, took steps to rush to completion the high pressure station at Avenue B and Fifty-sixth street. The station is equipped with two high pressure centrifugal motor driven pumps of the Worthington type, each having a capacity of nine million gallons, with an auxiliary fifteen million gallon pump in reserve. The station was put into commission, the water mains cleared of impediments, and high pressure hydrants installed within a few months after the newly elected board assumed office. Water pressure was increased from a maximum of ten pounds to fifty pounds. Since then the water service in Bayonne has been admirable.

The introduction of city water made necessary a complete revision of the ordinances relating to the Fire Department. One of these amendments established a period for service and defined the right to claim exemption from such duty. The rapid increase of population in Bayonne since Civil War times was established by the census of 1880, and disclosed in the reports received during Mayor Lane's administration. These figures showed that the population of 4,000 in 1870 had grown to 9,372 in 1880; the population by wards being: First ward, 1,071; Second ward, 3,448; Third ward, 1,574; Fourth ward, 2,676; Fifth ward, 603. At the election of 1883, former Councilman David W. Oliver was elected mayor, his administration continuing for four years. The high points of his term of office may be condensed briefly. The tax budget for 1883 reached for the first time to six figures, the aggregate being \$104,593.16; in 1884, the aggregate budget was \$108,538.81; in 1885 it advanced to \$113,404; and in 1886 it still further increased to \$122,802. Public school appropriations likewise increased. In 1883 the amount was \$20,000; in 1884, \$21,600; and in 1885-86, \$22,597 each year. Police Department appropriations and street lighting averaged about \$14,000 each of these years, and the city payroll about \$12,000 a year. Three miles on Avenue D were macadamized, and the present Twenty-first street was paved with Belgian blocks between Avenues D and F, and similar pavement was laid on Cottage street from Fifth street to Avenue D. Mayor Oliver paid considerable attention to the development of transportation facilities between the still scattered communities represented by Bergen Point, Constable Hook, Centerville and Pamrapo, and to highway communication with Jersey City. The old-time "dummy" railway had ceased to operate during a previous administration, and the roadways between the several communities were barely made passable by road scrapers, shovels, and similar antique methods. None of these roads were paved, and in wet weather travel by vehicle was almost impossible. In 1885, after long negotiations with the Jersey City & Bergen Point Railroad Company, the council adopted ordinances allowing that corporation to extend its tracks from Greenville to Bergen Point and to run horse cars thereon—the route specified is now in use for trolley cars.

To correct a growing tendency to hold processions and celebrations Sunday afternoons, the council adopted ordinances in May, 1884, "for the better observance of the Christian Sabbath," which prohibited parades of civic or military organizations without permission from the mayor, except for funerals. An ordinance requiring a flagman to be stationed at the present Twenty-first street crossing of the Central railroad was also adopted.

The changes in the Common Council during Mayor Oliver's administration were: 1883-84—First ward, Henry D. Kernaghan, reelected, and Henry

J. Stetson; Second ward, James Murphy, Jr., and William C. Farr; Third ward, John W. Mitchell and John H. Sleaman; Fourth ward, William Kelly and James Reilly; Fifth ward, Michael C. Cogan and William J. Doane. The Board of Education had few changes, to wit: 1884—Fifth ward, Robert T. Fawcett; 1885—First ward, John W. Goddard; Fourth ward, William J. O'Brien; 1886—First ward, Henry Meigs, Jr.; Third ward, Joseph A. Cadmus and Dr. Joseph E. Salter.

One of the interesting political features of Mayor Oliver's administration was the long contest over the election for the president of the council in 1885, the city fathers, splitting into factions, each of five members; 227 ballots were taken in this bitter contest without result. On the 228th ballot Mr. Farr received five votes to one for Cadmus and one blank. Mr. Farr's friends, therefore, insisted that inasmuch as he had received a majority of the votes cast, he was elected. He assumed the position, and retained it with little opposition, and was reelected president in 1886. Another feature of the Oliver régime was the prolonged controversy over the selection of appointees to public office, the mayor finally winning. City Clerk Hamilton, Collector McNeill, Street Commissioner Wildey, Water Purveyor R. Cadmus, and Police Chief Van Buskirk were retained in office. William D. Edwards, later State Senator, who had been appointed city attorney, late in Mayor Lane's administration, was replaced by Robert S. Hudspeth. Emmet Smith was again made city surveyor, and George E. Seymour was made assessor in place of Charles L. Lord, who was appointed city treasurer. Repeated attempts to displace some of the appointees made by the council were vetoed by Mayor Oliver. In 1885 a compromise was effected between the city executive and members of the council and the following changes were agreed upon: Henry J. Stetson, tax assessor; Daniel F. Roake, overseer of the poor; John J. Elligat, inspector of seals, weights and measures. No other changes were made until 1886, when John Thompson was made street commissioner.

On the death in office of Chief of Police Hiram Van Buskirk, John McNeill was appointed by the mayor to that position, and Richard C. Combes was made collector to take the place vacated by Mr. McNeill. The election of 1887 resulted in the election of another Republican, John Newman, as mayor. He served for two terms as the city's executive, and despite the fact that his ten years of continuous service as president of the council had made him dominant and aggressive, he managed to remain on amicable relations with the council and the city officials, although there were a number of clashes which made everyone concerned sit up and take notice. Changes in the appointive personnel of the city departments under Mayor Newman were not numerous. Emmet Smith was retired in favor of Cornelius Vreeland as city surveyor, and Col. Charles W. Fuller was again made city counsel in place of William D. Edwards; David B. Sanford was made street commissioner; Reinzi Cadugan, poormaster; and Thomas Doyle, sealer of weights and measures. The only other appointive change in Mayor Newman's administration was in the substitution of John Dwyer as city treasurer. The changes in the council under Mayor Newman were: 1887-88—First ward, Henry Meigs, Jr., reelected in 1888 and 1890; Second ward, William C. Farr and Charles Stillman; Third ward, William Sanford, reelected in 1889, and Dr. Joseph E. Salter; Fourth ward, Nicholas Carroll, reelected in 1889, and William J. O'Brien; Fifth ward, Edward O'Farrell, reelected 1889, and Robert T. Fawcett. Mr. O'Farrell was later appointed postmaster at Bayonne. John W. Goddard, elected president

of the council in 1887, retained that position through Mayor Newman's administration.

One of the results of the 1887 election was a tie vote between John Bull and William Kelly for councilman from the Fourth ward. Kelly won in a special election in 1888, but was defeated in 1890 by John H. Donohoe. Timothy J. Cronin, a brother of Matthew T. Cronin, made his first appearance on the political horizon that same year as councilman from the Fifth ward. Mayor Newman's determination and aggressive methods made it possible for him to inaugurate and carry to successful issue a well thought out campaign of street improvements and other city betterments. Thirty ordinances extending the sewer system and more than twenty ordinances for street development and improvements were adopted and proceeded with energetically. A revision of the street map prepared by Emmet Smith was adopted, and in accordance therewith the designation of sixty-seven streets and thoroughfares were changed by ordinance; consecutive numbering of all city lots was included in its provisions. The psychological influence of this display of civic energy on the part of the city executive manifested itself in many directions. In September the council authorized the Bayonne Electric Company to erect and maintain a system of poles and wires for electric lighting, and when this concern failed to perform the work, the New York and New Jersey Telephone Company was authorized to install its poles. The Bayonne Hospital and Dispensary was incorporated in March, 1888, through the instrumentality of Mrs. Alice Story Rowland and Mrs. Abby Story Marshall, daughters of Rufus Story, a deceased resident of the Bergen Point section. The hospital opened for the reception of patients in the building still in use, on East Thirtieth street, in 1890, with accommodations for forty patients, without regard to age, sex, color or religious belief. The first municipal contribution toward the maintenance of the hospital was given in 1890, and was \$1,500.

Municipal revenues were largely increased late in 1887 by jumping the cost of saloon license from \$75 to \$250; the increase brought \$23,858 into the city treasury the first year. Agitation for the establishment of a free public library under the provisions of the State act of 1884, resulted in a public meeting held in Schuyler Hall in April, 1888, under the joint auspices of the Bergen Point Debating Club and the Land and Labor Club, but nothing definite was done until April, 1890, when the proposition was submitted to a popular vote and carried by a great majority. There existed at that time a Workingmen's Library in a small hall on East Twenty-first street, which was started and maintained through the efforts of the officials in the big industrial plants on Constable Hook. The books in the library were taken over by the free public library when it organized.

Mayor Newman in August, 1890, appointed Joseph H. Wright, president of the library board of trustees, with Bartholomew R. Cahill, William Z. Morrison, Joseph H. Bruns and William B. DuBoise as his associate trustees. The first appropriation for the maintenance of the library at the rate of one-third of a mill per dollar of the amount of the city's ratables was \$2,983.78. Quarters were provided in the old City Hall, and custody of the building was turned over to the trustees after some discussion.

The success attending the free library agitation started a similar movement for a dignified City Hall building that would give ample accommodation for the rapidly expanding business of the city officials. The discussion over this project continued over several months during 1890, and in December

that year, plans previously made and approved were turned over to the contractors and the work of building the present structure on Avenue E and Thirtieth street was started. In addition to this important action, the council urged on by the city's energetic mayor, provided for the erection of Public School No. 6 on West Thirty-eighth street, at a cost of \$21,000, and a two-story brick fire house on Broadway near Twenty-seventh street. Public removal of ashes and garbage was also initiated, and former Mayor Oliver, County Engineer Edlow W. Harrison and James T. B. Collins were appointed Martin Act Commissioners.

The tax budget during the four years of Mayor Newman's administration steadily increased, but the benefits coming from the improvements and betterments instituted more than compensated for the larger budgets, which were as follows: 1887, \$122,457.43; 1888, \$131,082.49; 1889, \$133,295; and 1890, \$142,111.28. In 1890 the police appropriation included in the budget was \$25,000, the increase being due to additions to the force and the promotion of four patrolmen, two to be sergeants and two patrolmen. The average appropriations for public schools were \$25,000 during the four years. The city's bonded debt was decreased from \$1,521,500 to \$1,504,500, and the Water Department for the first time was financially self-supporting and possessed at the end of the fiscal year, 1890, an unexpended balance of almost \$5,000. Early in 1889 the government abolished the local post offices at Bergen Point, Saltersville or Pamrapo, and Van Buskirk's, or Constable Hook, at Bayonne station, and established a consolidated post office at Bergen Point, with free delivery throughout the city. Thomas Brady was appointed postmaster by President Cleveland.

Throughout the entire second term of Mayor Newman's tenure of office, building operations throughout the city for housing accommodation for the rapidly increasing population gave the entire lower section of the city an atmosphere of hustle and prosperity that had its share in inspiring everyone in the city to increased effort. The great influx of population was due to the rapid extension of the great Standard Oil refining plant and to the prosperous condition of all the other industries now located on Constable Hook and growing up in other sections of the city. Much of this population increase was of unskilled labor needed by the Standard Oil Company, and was largely of Slavish and Polish nationality. The number of dwelling houses and residences in the city increased from 1,200 in 1880, to 2,820 in 1890, and the increase of population according to the census of 1890 was equal to more than 103 per cent., the total being for 1890 19,033, divided in the five wards as follows: First ward, 2,085; Second ward, 3,858; Third ward, 3,173; Fourth ward, 4,402; and Fifth ward, 5,505.

William C. Farr, Republican, was elected mayor in the election of 1891. He served two terms of two years each, and during his first term his administration was continually harassed by the hostile attitude taken by the Democratic majority of the Common Council. During his second term, better conditions prevailed, the "Big Eight," as the majority had come to be designated, having been broken up by the voters, who elected members friendly to him. The number of councilmen was increased to eleven at the election of 1892, by reason of a State law passed the previous spring, which provided for the election of a councilman-at-large who would also act as president of the board. The council for 1891-92 was composed as follows: First ward, John W. Goddard, president, and Henry Meigs, Jr.; Second ward, Elbert Schofield and

Charles McQuillan; Third ward, John A. Cadmus and Isaac S. Morecraft; Fourth ward, John H. Donohoe and Edward M. Looby; Fifth ward, Mark Robinson and Charles McGee. In the election of 1892, the personnel of the council was changed, Allan Benny and William J. O'Brien being elected from the First ward, Richard A. Bridgeman from the Third ward, and George F. Schmidt from the Fifth ward. Other changes followed the election in 1893, Samuel A. C. Neely taking Councilman O'Brien's place from the First ward, Thomas F. Garrett taking McQuillan's place from the Second ward, Wolfram Flugel replacing Morecraft from the Third, and George Russell replacing Looby in the Fourth. There was no change in the Fifth ward. The election in 1894 made no change in the First ward; Captain Philip Lumbreyer was elected in the Second; James C. Hovell in the Third; William Kelly in the Fourth; and William A. Cassidy in the Fifth.

The elaborate ceremonies at the opening of the New City Hall, October 21, 1892, was a conspicuous event in Mayor Farr's administration. The parade which marked the event included a large turn-out of military organizations, civic associations, secret and fraternal societies, trade unions, school children, police and fire departments, bicycle clubs, carriages, wagons and trucks, floats and tableaux. City Clerk Hamilton acted as grand marshal. The total cost at the opening of the City Hall of the new structure and its equipment was \$64,282.58. It contained quarters for all city officials and the municipal boards with the exception of the Free Library trustees. It opened for public inspection the day following the parade and was visited by thousands. A public dock was built by the city at the foot of Ingham avenue on the Kill von Kull in 1893, costing \$9,000. Under the Martin act provision, the city acquired possession of the greater part of the land now known as the City Park, extending from West Fourteenth street to West Sixteenth street, and from the Boulevard to the bay. The property originally formed part of the old Cadmus farm, and was taken by the city in lieu of unpaid taxes and assessments. During Mayor Farr's régime, city bonds for street improvements sold for as high as \$110. More than \$350,000 was expended for street improvements during his administration. The important ordinances passed included one requiring the construction of fire escapes on buildings of three or more stories in height used for hotels, tenements, schools or factories; another authorized the use of electric motors on street cars of the Jersey City & Bergen Railway Company, and a third regulated the use of streets by bicyclists, wagons, and horse-drawn vehicles. The tax budgets during Mayor Farr's four years' leadership kept increasing in pace with the growing importance of the city. In 1891 the tax levy was \$178,624.34; 1892, \$161,862.82; 1893, \$174,382.91; and in 1894, \$181,920.80. In 1894 the appropriation for public schools was \$45,710; the Police Department received \$34,100; Fire Department, \$5,000; construction of fire alarm system, \$6,000; District Court, \$3,500.

Egbert Seymour, Democrat, was elected mayor in 1895, and served for nine years until 1904, being reëlected three times. During his long tenure of office, twenty-nine men were elected members of the council as follows: Councilmen-at-large and president—Charles M. Allen, 1895-96; William J. O'Brien, 1896-98; Patrick Flanigan, 1898-1902; Charles McGee, 1903. Councilmen—First ward, William J. O'Brien, 1895-96; Samuel J. Nelly, 1895-96-97; Edward P. Allen, 1896-98; Joseph McCurnin, 1897-99, 1900-03; Horace Roberson, 1898-1900; Andrew T. Gill, 1900-02; Edward Bannon, 1903; Second ward, Philip Lumbreyers, 1895-96; Charles McQuillan, 1895-1901; William Holmes,

1896-98; George F. Moritz, 1898-1902; Matthew T. Cronin, 1902-03; John J. Nealon, 1903; Third ward, James C. Hovell, 1895-96; Edmund E. Stinson, 1895-1903; Alfred David, 1896-98; Samuel Graham, 1898-1902; Henry Wilson, Jr., 1903; Fourth ward, William Kelly, 1895-98; Patrick Nugent, 1895-97; John H. Donohoe, 1897-1903; Miles M. Farnan, 1898-1900; Bernard Lilly, 1900-03; Fifth ward, William A. Cassidy, 1895-1900; Charles McGee, 1895-1902; Hugh Sharkey, 1899-1903; Dennis Haley, 1903.

Thomas Brady, Democrat, succeeded to the mayoralty, and was installed in office New Year's Day, 1904. He served one term of two years. There were fourteen men served as councilmen during his administration, as follows: Councilmen-at-large and president—Charles McGee, 1904; Garret L. Post, 1905. Councilmen—First ward, Joseph McCurnin, 1904-05; Edward A. Bannon, 1904-05; Second ward, John J. Nealon, 1904; Matthew T. Cronin, 1904-05; George A. Meyer, 1905; Third ward, Edmund E. Stinson, 1904-05; Henry Wilson, Jr., 1904-05; Fourth ward, John H. Donohoe, 1904-05; John Nugent, 1905; Fifth ward, Dennis Holey, 1904; Hugh Sharkey, 1904-05; William A. Cassidy, 1905.

In November, 1905, Pierre P. Garvin, Republican, was elected mayor and was installed in office January 1, 1906. He was reëlected in 1907, and during his two terms twenty-one men served as councilmen. They were: Councilman-at-large and president—Garret L. Post, 1906-09. Councilmen—First ward, Thomas J. Shortell, 1906-07; Edward Bannon, 1906; Joseph P. McCormack, 1907-08-09; James F. Dowling, 1908-09; Second ward, Frederick W. Farr, 1906-07; George A. Meyer, 1906-09; Aaron A. Melniker, 1907-08; Charles G. Hendrickson, 1908-09; Third ward, Henry Wilson, Jr., 1906; Edmund E. Struson, 1906-07; Albert H. Phillips, 1907-09; Charles A. Collier, 1908-09; Fourth Ward, John H. Donohoe, 1906-07; John Nugent, 1906; Cornelius O'Mahoney, 1907-09; George W. Russell, 1908-09; Fifth ward, William Cassidy, 1906; George Wasko, 1906-07; Michael O'Keefe, 1907-09; John J. Boyle, 1908-09.

John J. Cain, Democrat, of the First ward, was elected mayor, November, 1909, and was inducted into office January 1, 1910. He served one term of two years, and fourteen men served as councilmen during that period, as follows: Councilman-at-large and president—George P. Oliver, 1910-11. Councilmen—First ward, Joseph P. McCormack, 1910; Dr. Albert J. Daly, 1910-11; Daniel A. Dooley, 1911; Second ward, George A. Meyer, 1910; George J. Welcher, 1910-11; Joseph Mutton, 1911; Third ward, Albert H. Phillips, 1910-11; Charles A. Collier, 1910-11; Fourth ward, George W. Russell, 1910-1911; Cornelius O'Mahoney, 1910-11; Fifth ward, Michael O'Keefe, 1910; John J. Horney, 1910-11; John J. Boyle, 1911.

Matthew T. Cronin was elected mayor, November, 1911, and took office January 1, 1912. He also served one term of two years and during his incumbency thirteen councilmen were elected as follows: Councilman-at-large and president—Edward F. Carbin, 1912-13. Councilmen—First ward, Daniel A. Dooley, 1912-13; Dr. Albert J. Daly, 1912-13; Michael D. Donovan, 1913; Second ward, Joseph Minton, 1912-13; George J. Welcher, 1912-13; Third ward, Albert H. Phillips, 1912; Benjamin F. Moser, 1912-13; Alpha C. Jarvis, 1913; Fourth ward, John F. Driscoll, 1912-13; Cornelius O'Mahoney, 1912-13; Fifth ward, John J. Hornak, 1912-13; John J. Boyle, 1912-13. Dr. Albert J. Daly was the last of eleven mayors to hold office under the city charter form of government.

The city had grown under these eleven administrations from village status to the importance of a city of the third-class in point of population, but of far greater importance from an industrial standpoint. In oil refining and some of the products of that industry, it was not only first in the State, but in actual production ranked highest in the United States. In the production of chemicals it also led most first-class cities, and in the production of nickel and nickel metal alloys it also led the entire country. In the production of steam boilers, the great plant of the Babcock & Wilcox Company made the name of the city famous all over the world, and also gave it national leadership in the production of those mechanical devices.

Constable Hook was now solidly built up with giant plants, and the industrial area of the city extended north along the tracks of the Lehigh Valley and Central railroad to the Jersey City boundary line and west to the shore line of Newark bay, where the Texas Company occupied acres of land with its refinery and oil producing plant. Along the Newark bay shore other industries were rapidly growing in prosperity, and the Submarine Boat Company, the Elco Dynamic Company, the Nuclo Butter Company, and other big industries were rapidly converting that side of the city into a wonderful panorama of industrial enterprise.

Dr. Daly, like his immediate mayoralty predecessors, was inducted into office January 1, 1914, following his election in November, 1913, but he was not permitted to fill out his two-year term as mayor, the voters of the city at a special election in the spring of 1915, deciding to adopt the commission form of government. Dr. Daly, who was a candidate, was beaten by a few votes for a place on the new official board. He contested the election, but the court's decision was adverse to his claims. Mayor Daly's brief tenure of office brought fifteen men to the council chamber. They were: Councilman-at-large and president—John P. Smith, 1914-15. Councilmen—First ward, Philip A. Dwyer, 1914-15; Michael D. Donovan, 1914-15; Second ward, Joseph Minton, 1914; Robert J. Talbot, 1914-15; Edward A. Nelson, 1915; Third ward, Alpha C. Jarvis, 1914; Henry Wilson, Jr., 1914-15; Robert A. Gardner, 1915; Fourth ward, Cornelius O'Mahoney, 1914; John F. Driscoll, 1914-15; Arthur J. Her- rick, 1915; Fifth ward, John J. Boyle, 1914; John A. Feecko, 1914-15; John L. Gottlo, 1915.

The first election under the Walsh act for city commissioner ushered in an administration that within two years was to meet the trying emergencies occasioned by the entrance of the United States into the Great War. The special election in 1915 brought into office Pierre P. Garven, who was elected mayor by his four colleagues, whose names and offices were: Matthew T. Cronin, Democrat, director of Finance; Henry Wilson, Republican, director of public safety; John P. Smith, Republican, director of parks and public buildings; Hugh O. Mara, Democrat, director of streets and public improvements. Contrary to general expectation the change to commission government created but little confusion, even in the early months of the new administration. There were minor changes in some of the appointive offices, and a considerable number of Republican workers were placed in clerical positions. Additions were made to the police force shortly after the new administration started, and these additions were supplemented before the Garven administration went out of office until the Police Department carried an enrollment of about one hundred patrolmen. The Fire Department personnel was also increased, and in the last years of the administration the electors of the city at a referendum vote

indorsed the double platoon system, which has ever since been in operation in that department.

Public interest in the Great War being carried on in Europe constantly increased during the first years of the Garven administration, culminating finally in the intense patriotic demonstration which took place throughout the country when Congress declared war in March, 1917. Local interest in the Great War was accentuated by the fact that several of the great local industries almost from the beginning of the war in August, 1914, had been working under forced pressure to supply the demand of the allied governments. The Standard Oil Company, the International Nickel Company, the Submarine Boat Company and several other big plants, long before the United States entered the war, inaugurated the three-shift system, and by advances in wages and the adoption of a liberal bonus system were forcing production to record standards.

With the declaration of war against Germany in March, 1917, Company I, of the Fourth Regiment, New Jersey National Guard, the local military command, was among the first of the military organizations in the State to bring its enrollment up to quota. Every member of the company who was on the roster when war was declared, enlisted in the service and all subsequently became members of either the 113th Infantry or some other regiment in the famous 29th Division, A. E. F., known as the Blue and Gray. During the war period the patriotic efforts of the people of Bayonne placed the name of the city repeatedly at head of all cities of its class. Subscription quotas for all of the war bond issues were oversubscribed to the extent of millions of dollars. It won two of the principal honorary testimonials offered by the government for its record in these "drives." In its gifts to the Red Cross and War Service funds, also, the name of Bayonne led all cities of its class in the States, and when the armistice was signed the local treasurer of the War Service Fund had \$50,000 balance in deposit in local banks, which the Federal officials refused to accept. The final disposal of the fund subsequently became a subject of controversy which was still unsettled early in 1923. Under the National draft system, the city of Bayonne furnished about 4,150 able-bodied men for service in the army or navy, and of these about 2,500 were transported overseas to France, where many of them participated in the battles of the Argonne, St. Mihiel and Verdun. The honor roll of those who died for their country in the Great War has been placed in imperishable bronze on a memorial tablet occupying a place of honor in the Free Public Library. The list contains the names of 110 dead heroes.

During the Garven administration, through negotiations carried on by Commissioner of Finance Matthew T. Cronin, the city became the owner by purchase of the valuable contract held by the New York and New Jersey Water Company, with the East Jersey Water Company. In this purchase the city acquired the right to its supply of water at \$16 a million gallons, the lowest price paid by any city in the State. The validity of this contract was subsequently established in the Supreme Court by Gilbert Collins, who was employed by the city as its special counsel. Shortly after final decision was rendered in this bitterly contested water contract suit, Commissioner Cronin resigned office, in a statement which described the acquisition of this contract as the most important act of his public career. Another important civic measure before the public during the Garven administration was a project for the

development of a great terminal on the New York bay shore line. Irving T. Bush, the founder and principal owner of the great Bush Terminal in Brooklyn, in a communication addressed to DeWitt Van Buskirk, then chairman of the local Chamber of Commerce, offered to assume the financial responsibility of this project, estimated to cost something in the neighborhood of \$10,000,000, if the city would issue its franchise. Under the terms outlined by Mr. Bush, the city was to receive a certain percentage of the profits, and at the expiration of fifty years the entire property would come into the city's possession. The proposed terminal was to be built on filled-in land beginning at the shore line and extending into New York bay to the pierhead line, established by the War Department. Mr. Bush insisted that the project be submitted to a referendum vote, and after a long and bitter campaign the project was rejected by the voters. The election for city commissioners in the spring of 1919 followed closely upon the tense period of the war and while the public still labored under the strain of excitement the war had created. It was a short but heated contest, and resulted in the election of W. Homer Axford, Dr. Bert J. Daly, John O. Devlin, Democrats, and John P. Smith and Robert J. Talbot, Republicans. Mr. Axford was elected mayor by his colleagues, Dr. Daly becoming director of revenue and finance; Devlin, director of streets and public improvements; Smith, director of parks and public property; and Talbot, director of public safety. In November Devlin was elected director of public safety, Talbot taking his place as head of streets and public improvements.

For several years prior to the 1919 election, the water service of the city had been constantly retrograding by reason of a rapidly diminishing pressure, and on several occasions water famines had been precipitated by breakage of the trunk mains crossing the Kearny meadowlands. Almost immediately after assuming office, Dr. Daly, as director of finance, caused a thorough survey of the water system to be made, and to prevent a recurrence of the serious water famine which occurred late in 1918, he introduced emergency measures to rush to completion a pumping station. This work was quickly completed, and increased the water pressure to fifty pounds. The ordinance to install this station was adopted June 6, 1919, and the city supply since that time has been equal to that of any other well served city. As a result of the engineers' survey of the water system owned by the city, ordinances were passed for the construction of new mains under the Hackensack river, and work on this improvement started June 20. Subsequently new water mains were laid from the Arlington intake to the city line. These activities and the excellent results obtained from the increased water pressure were so highly approved by the public that the city board was encouraged to take measures for other permanent improvements for the city.

To meet the additional expense occasioned by an increase in the salaries and bonuses awarded to school teachers, police and firemen, it became necessary early in Mayor Axford's administration to largely increase the revenues of the city. To secure this revenue without imposing a larger burden upon the already war-burdened taxpayers, Dr. Daly, as director of finance, made a very thorough and exhaustive personal survey of the entire city territory. He found that large developments had taken place in all the local industries since 1914, and that many of these improvements had not been taken into consideration by the tax assessor. In a famous "squint," as he called it, over the city's map, he discovered that a substantial section of Shooters Island, lying at the mouth of Newark bay, was located within the city's taxing district. Further

investigation showed that this territory was occupied by a shipyard, the assessable value of which ran into the hundreds of thousands of dollars, and that it had never paid a dollar in taxes to the city. Finally, as a result of this comprehensive survey, Dr. Daly held a series of conferences with the tax authorities of the city and county, and there followed a general increase of valuation of industrial properties which brought in sufficient revenue to meet all expenses without an increase of the tax rate. The purchase of an asphalt plant and machinery for making street repairs and resurfacing small sections was ordered in August, 1919, and Frank J. Eddy, an experienced contractor and road builder, was appointed as street repairs superintendent.

Although the water problems of previous years were solved by the various progressive steps taken during the first year of Mayor Axford's administration, the careful study made of the entire water situation by Dr. Daly, as director of finance, apparently convinced that official that it was necessary for the future prosperity and welfare of the city to procure a permanent supply from some other source than that represented by the contracts with the East Jersey Water Company. So important was this problem and its proper solution, it was determined by Dr. Daly that expert advice and the active assistance of the best business advisors in the city should be enlisted to undertake its solution. Official action along these lines was initiated December 14, 1920, by the adoption of a resolution introduced by Dr. Daly, authorizing the appointment by the mayor of a committee of citizens to advise with the director of finance on a definite policy for a permanent future supply of water. Within a few days of the adoption of this resolution, a citizens' committee was named, with Charles R. Annett as chairman. The committee included in its personnel the representatives of a number of the leading local industries and manufacturing establishments, professional men and leading citizens. This committee, probably the most representative and non-partisan, as well as most public-spirited ever appointed in Bayonne, proceeded to business without delay. Aided by the information furnished by Dr. Daly and guided by Water Supervisor William J. Griffin, the committee made an auto tour of Northern New Jersey, and especially of the Ramapo Valley watershed. Quiet investigations were carried on, and it was ascertained that the Ramapo watershed, one of the most beautiful sections of the State, was opened to condemnation for a municipal water supply. Further investigation proved that the watershed was particularly free from possible future contamination, and that the necessary land for a reservoir could be obtained at moderate cost.

Formal application in behalf of the city was promptly filed with the State Board of Conservation, and although strong opposition was immediately forthcoming, in less than a year the formal permit of the State board was granted the city, on condition that the excess supply should be furnished other municipalities making formal application therefor on terms which would cover the costs thereof. The action of the State board in granting Bayonne its permit to build a reservoir and impound the Ramapo watershed was taken to the Supreme Court, where final decision will be given in the September, 1923, term of court. There is no doubt in the minds of those conversant with the situation that the permit of the State board will be affirmed by the highest court in the State. The acquisition by the city of Bayonne of the Ramapo watershed must be credited to Dr. Daly as a discovery of the first rank. For while it lies in one of the most picturesque and much traveled sections of New Jersey, and its territory is partly occupied by the estates and residences of many wealthy

people, its great value as a source of municipal water supply had been overlooked by State officials and by the big water purveying corporations. Its future value to the industries and population of the peninsula city cannot be over-estimated.

Early in the summer of 1921, Chief of Police Michael J. Reilly died, and soon thereafter, on August 16, Cornelius N. O'Neill, assistant director of finance, was appointed to fill the vacancy.

Among the other activities of the Axford administration should be noted the adoption of a modern building code; the award of bonuses to police, firemen and school teachers, because of the high cost of living; the construction of new 48-inch water mains from Arlington to the city line; the installation of a traffic signal system; the purchase of the Hotel LaTourette property for city park purposes, thereby preventing its use for factory sites; the condemnation and demolition of numerous old structures under the new building code provisions; creation of a bureau of child hygiene; equipment of life saving station on Kill von Kull; creation of citizens' committee as a board of recreation commission; ordinances for the purchase of land and construction of a Junior High and Vocational School costing \$1,200,000, and the creation of a zoning commission.

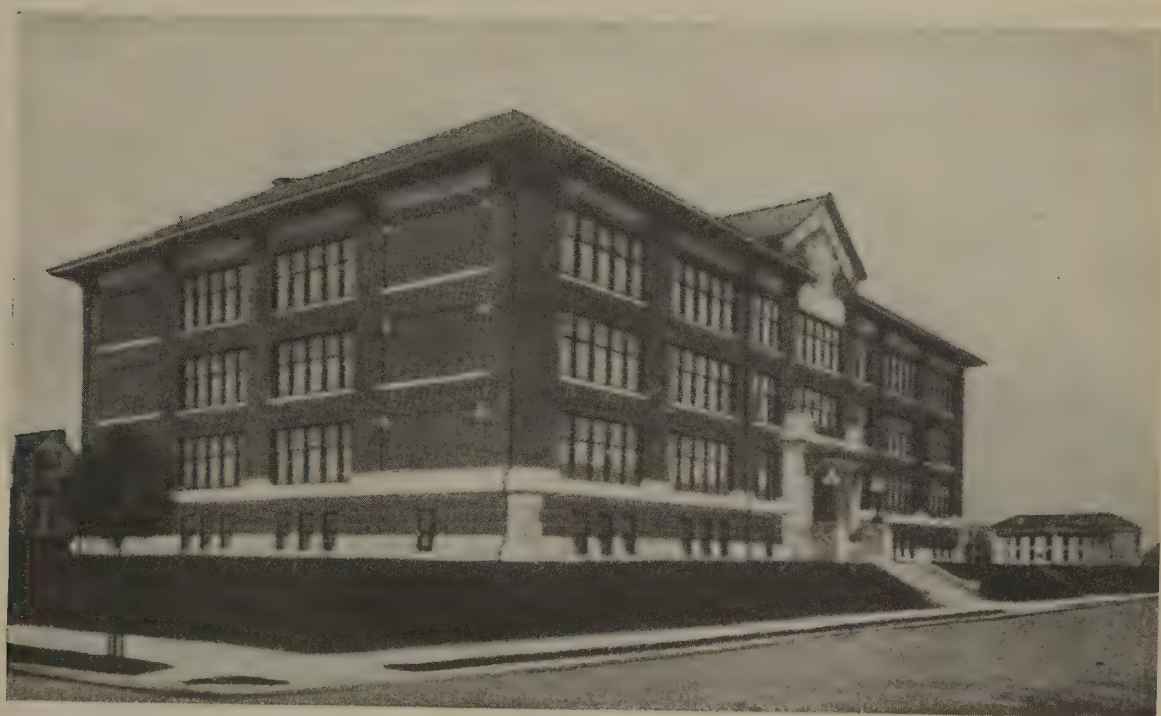
CHAPTER VII.

THE PUBLIC SCHOOL SYSTEM.

The public school system of the city of Bayonne has more than State-wide reputation. As has been told in the foregoing pages, school buildings and churches were the first public structures erected by the people of the several communities consolidated before the Civil War, and the betterment of these buildings, especially the public schools, became a question of great public concern on the return of the city's manpower from the battlefields of the South.

The origin of the old district school house of the Centerville community, the first erected on the peninsula, is largely a matter of tradition, but it was probably erected just after the year 1800, and it had an eventful history, even after its use as a place of instruction ceased. In the winter of 1869-70, when Public School No. 2 first opened its doors to pupils living in the district near Broadway, between Twenty-fifth and Twenty-sixth streets, where it was located, the old district school house was turned over to Hope Hose Company, then to the Hudson Fire Association, and finally became the stable for Hudson Engine Company, No. 3, of the old Volunteer Fire Department.

The township records of 1855 bear evidence that Professor Brooks, the erudite pedagogue in charge of the old school, received \$400 per annum for his services. Professor Brooks was the father of the famous Inspector Brooks, of the New York Police Department. He was succeeded in office a few years later by John E. Andrus, who later in life was mayor of Yonkers, New York, and a many times millionaire. The Pamrapaugh community also had its district school. It was erected at Avenue E, on a triangle formed by the intersection of Grand and Centre streets, two thoroughfares which have long since passed away. In Bergen Point the district school was located on Dodge street and Broadway. Independent township rule was four years in the future when the villagers of the Bergen Point district completed arrangements with Roswell Graves, a public-spirited citizen, for the purchase of a plot of ground for



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the site of a new school house to be situated more centrally in that section. Title to this plot, which fronted on Fifth and Dodge streets, containing about thirteen and three-quarter lots, was obtained on May 25, 1857, and a building committee was duly appointed and directed to construct thereon and furnish a district school, the cost of which, including the site, was not to exceed \$3,000. Exactly eleven months thereafter, at a public meeting, a vote of thanks was given Mr. Graves for his generous gift of three additional lots for school purposes. According to the report of the treasurer, dated March 4, 1860, the new building and furniture for District School No. 5 cost the sum of \$2,190.86; the price paid for the site was \$831.50, and the total expense was \$3,025.36. This old wooden structure, decapitated of its imposing square turret and altered into a two-story tenement house and so used for many years, has had rather a remarkable career for so small and insignificant appearing a building. Abandoned for school house purposes after the erection of Public School No. 4, the old frame fabric was utilized for a long period as the police station for the Fourth Ward, and was finally sold to the late Thomas Toumey, who converted it into a public hall.

There were five brick school buildings constructed during the administration of the first mayor. The opening of Public School No. 5 on East Twenty-second street, Constable Hook, occurred in the autumn of the year 1870. The following year Public School No. 5 was built on a site between Avenues D and C, on what was then Centre street, now vacated, at a cost close to \$17,000. It was, however, not until the spring of 1876, that Public School No. 1, erected at an expense of nearly \$20,000, on Fifth street, west of Avenue C, was opened for use.

The first night school for the city was established by the Board of Education during the winter of 1873-74, in Public School No. 4. The parochial school of St. Mary's Star of the Sea, R. C. church, was likewise an important factor in the primary education of the city's children, the department for the girls being in Brady's Hall at Cottage and Orient streets, while that for the boys was in the chapel of the church edifice, then at Evergreen street and Hobart avenue. The average attendance of pupils at this school was about 300. The seating capacities of the several public schools were as follows: No. 1, 217; No. 2, 317; No. 3, 315; No. 4, 438; No. 5, 155.

For many years subsequent to the period when the district schools had their day, our public schools passed through a series of changes because of the rapidly increasing population of the city. Schools built in the decade following the Civil War proved inadequate for the ten years following that time. Most of these schools were enlarged and used for longer or shorter periods. As the population grew into closer unity, larger schools in the upper section of the city were built, and, foreseeing future growth, our city fathers of the particular period made provisions for it by building large, commodious and well designed structures, so that to-day our public schools, from an architectural and educational standpoint, compare favorably with those in the largest cities of the country. The administration of School Superintendent John W. Carr, now president of the Friends' School for Girls at Philadelphia, was our first constructive educator. It was his broad view of our educational necessities which led to the inauguration of the present efficient and modern system.

Under Preston H. Smith, who succeeded Dr. Carr as superintendent of schools, Bayonne's school system has gained its reputation as being one of the best in the entire country, and the equal of those in the largest and best man-

aged cities. Superintendent Smith, early in his administration of the local schools, won the hearty and cordial coöperation of the entire school personnel, and with the faculty of every school loyally supporting him, he has been able to obtain results which have amazed and astounded the leading educationists of the country. It is an absolute truth to say that every public school teacher and every school trustee who has been associated with him since the beginning of his educational career in this city, hold him in the highest esteem both as a friend and as an educator.

The high school on West Thirty-first street has won many honors for itself and the city. From its classrooms have graduated young men who have gone forth into the world to quickly attained success, or to take prominent position, attesting to the practical value of the education they received. The vocational school, while less prominently before the eyes of the public, is one of the best of its class in the State. With limited funds and equipment, it has secured for its students remunerative positions in the local industries and elsewhere, proving year after year its value to the student body such as is found in an industrial city like Bayonne.

CHAPTER VIII.

RELIGION—THE PROTESTANT CHURCHES.

One of the most striking features of Bayonne is the city's beautiful church edifices and public school buildings. To the stranger visiting the city, it seems that church buildings are to be found on almost every block of the city's principal avenues and thoroughfares. Avenue C is notable for its great number of such structures.

At the corner of Avenue C and West Thirty-third street, where the high steeple of the old First Reformed Church points its silent finger to the distant stars, is the original site whereon the early settlers of the peninsula erected their first place of worship. Half a dozen blocks lower down, on Avenue C, the beautiful and impressive facade of St. Henry's Roman Catholic Church arrests and holds the eye of every beholder. St. Henry's is one of the architectural triumphs of all New Jersey's places of worship, and it is constantly visited by architects and others from distant cities. Farther uptown is a constant succession of churches of all denominations, one block having as many as three such edifices.

To draw up and sign one's own birth certificate is neither possible nor lawful, but what is impossible for the individual is permitted an institution, for we are ready to accept the authenticity and do not question the legality of the document that certifies the birth of the oldest religious institution in Bayonne, the Reformed Protestant Dutch Church of Bergen Neck, now known as the First Reformed Church, located at Avenue C and Thirty-third street. The old record bears the date of December 9, 1828, and reads as follows: "We the subscribers, inhabitants of Bergen Point and Neck, being desirous of promoting public worship and the means of grace among us, do by this our voluntary act associate ourselves into a friendly society and congregation, thereafter to be known and distinguished by the name of the Reformed Protestant Dutch Church of Bergen Neck, New Jersey, for which purpose we do most cordially set our signatures to this paper, praying the Great Head of the Church will prosper our undertaking."

The signatures of eight persons who declared themselves to be members



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of the old Bergen Church and forty-three persons who were heads of families interested in the new project were attached to this petition, which was favorably acted upon by the Classis of Bergen, whose approval sent the infant institution on its way and to a career marked by constant growth, by a ready adaptation to all of the changing conditions as the rural community of ninety years ago with its small and scattered population of a few hundred has developed into a modern city of over seventy-five thousand, and by a vigorous, fruitful and ever-widening ministry to the spiritual needs of succeeding generations and to increasing numbers. The list of the charter members of the church include names still to be found on the church records, because descendants to the second and third generation have shared the Christian faith and hope of their forefathers, whose zeal and consecrated purpose gave birth to the infant church of almost a century ago.

This organization of the church in 1828 does not, however, in any way mark the beginning of religious life or effort in what is now Bayonne, and which was then known as Bergen Neck and Bergen Point, the former applying to the northern section of the Bergen peninsula and the latter to the southern end or point. From the very beginning of the old Bergen Church in 1662, and for the one hundred and sixty-six years before the organization of the new church in Bergen Neck, the original settlers here were constant attendants and loyal supporters of the old mother church. Many of the hitching posts along the road adjoining the old church were required for those who drove from Bergen Point and Bergen Neck to the services. As the population increased, the proportion of those who had no vehicles increased; some found it more convenient to row across the Kill von Kull to attend divine services on Staten Island than to take the long drive or walk over roads often deep with mud or blocked with snowdrifts to the mother church. In 1828 the time seemed ripe for a division of the congregation and about sixty families residing in Bergen Neck, through their personal contributions and labors, and with the financial assistance of the people of Bergen, erected a small church on some ground given by Richard Cadmus, whose name appears as one of the charter members. The granting of letters of dismissal from the mother church to the eight petitioners who were desirous of organizing the new church opened the way for carrying out of their purpose, and on the tenth day of January, in 1829, they met at the home of Mrs. Waters and were duly organized by the Rev. Benjamin C. Taylor, the pastor of old Bergen church, who presided at the election of the first consistory and preached the sermon for the dedication of the new edifice. On the following day, Sunday, January 11, Rev. James G. Ogilvie conducted the first Sabbath services and ordained the newly elected elders and deacons, the elders being Jacob Cubberly and Richard Cadmus, and the deacons Jacob Ackerman and Jacob Van Horn. It was on the fifteenth of September of that year that the service for the installation of the first pastor, Rev. Ira Condict Boyce, was held. For fourteen years he ministered to the new church. During his pastorate, property was purchased for a parsonage, and to the church edifice, which cost \$1,600, an addition was built at the cost of \$1,100. It quickly came to independent self-support.

Some time about 1830 a Methodist mission was started in what was called Bergen Neck, and this mission terminated in the "Bergen Neck M. E. Church," as incorporated June 22, 1844. The original church edifice stood on the west side of Avenue C, now Broadway, at the corner of Twenty-fourth street. It was a small frame structure, and was called the "Little Beehive," since a

swarm of bees had made their home there and the honey taken out helped to pay the expenses of the church. Father McDonald and Father Garrett Vreeland were the founders and the main supporters. Others of the early Methodists were: George Cozine, who is still living; John Rowland, Father Abraham Simmonds, Mother Ruth Bristed, and Thomas Cubberly. The little Beehive was sold in 1854, and the society moved to a new building on the east side of Broadway, near Twenty-ninth street, dedicated in 1855. The society had a very discouraging career financially, and the debt was so heavy that when in 1866 Dr. Hiram Mattison came down and by his earnest and eloquent appeals raised sufficient funds to liquidate it, the grateful people named the church in his honor, the "Mattison Methodist Episcopal Church." In 1868 the society moved its building to the southwest corner of Avenue D and Oakland avenue, now known as Broadway and Thirty-second street. A tower and other improvements were added to the building. Claims of something like \$10,000 were held against the property, but the justice of many of them were questioned, and under the able management of Rev. Alex Craig, who was pastor at the time, a compromise was effected by giving a mortgage for \$6,500 for ten years, without interest.

The pastorate was held by the following men: Rev. J. Emory, 1870 and part of 1871; Rev. A. J. Palmer, now secretary of the Ocean Grove Association, 1871-72; Rev. W. L. Hoagland, 1872-75; Rev. W. S. Galloway was appointed in April, 1875. At this time the membership was small, about seventy-five, including a few living at a distance, in Pamrapo and Bergen Point. The finances were at a very low ebb; \$400 was due for bills of previous years, and a considerable sum was needed for repairs to the heaters and to the building. It was not a very encouraging prospect, with a mortgage of \$6,500 due in a few years, and nothing done to meet it. The people were loyal to their new pastor, and speedily got to work and raised by subscriptions and entertainments sufficient to pay not only the current expenses, but the \$400 deficit as well.

One of the members living in Pamrapo was Philip Allaire, and he, with his wife, was very anxious for a new church there. Another of the members who lived in Bergen Point was F. M. Reynolds, and he was anxious for Methodist services there. In April, 1877, Pastor Galloway reported that a church committee had been appointed and was working in behalf of a church at Pamrapo; \$1,700 had been subscribed and it was hoped before long to see a church edifice erected there. Services were held in Bergen Point in the German Reformed Church, secured at a yearly rental of \$150. Regular services were thus held at Bayonne, Pamrapo and Bergen Point. Frank N. Barrett was superintendent of the Pamrapo Sunday school. In April, 1878, Rev. T. H. Jacobus was appointed pastor, and remained one year. In 1878, Bros. Allaire and Cornell and other residents of Pamrapo withdrew by letter and started the West View Avenue Church, on East Forty-sixth street. In April, 1879, Rev. Jeremiah Cowins became pastor. At the spring conference of 1880, the presiding elder reported as follows: "Bayonne, after having lived, or rather languished for ten years, in constant dread of losing its property, has raised \$3,200—enough to save it." Rev. C. S. Woodruff became pastor in 1882, and remained till 1885. Rev. Charles F. Hull came in the spring of 1885. On the evening of Children's Day, during the service with a crowded house, the woodwork around the reflector in the ceiling took fire. The audience dispersed without injury to anyone, and the fire was extinguished after a damage of \$200, which was cov-

ered by insurance. In November, 1885, James S. Coward was appointed Sunday school superintendent, which office he took on January 1, 1886, and served continuously and faithfully until the present year, when he declined a reelection. In April, 1888, Rev. J. H. Egbert became pastor. The membership had increased, especially in the Sunday school, to such an extent that it was felt for some time that a new church building was necessary. At that time William Harriman, one of the members, was interested in the land on the southeast corner of Avenue C and Thirty-first street, and offered the plot of 154 feet on Avenue C and 143½ feet on Thirty-first street for \$4,500. Finally, a committee consisting of George H. Gould, John D. Roake and J. B. Williams was appointed with power to buy the above plot for \$3,800. The committee at once interviewed Mr. Harriman; \$4,000 was absolutely his lowest price. The committee closed the trade at once, agreeing to pay the difference of \$200 if the official board would not. On Sunday, June 16, 1889, subscriptions were asked for at both services, and about \$7,700 was collected from these subscriptions "to buy land and build a chapel." Plans drawn by William B. Tuthill, architect, for a chapel, were approved May 23, 1890. In June, 1890, fifty feet adjoining on Thirty-first street was purchased for \$1,200. After some delay a contract was made with Richardson and Farrier for carpenter and mason work, for \$14,000. A committee consisting of Thomas J. Kennedy, John D. Roake and George H. Gould was appointed, with full power to construct a chapel, and on Wednesday, June 10, ground was broken. On August 11, 1891, a resolution was passed changing the corporate name to "The First Methodist Episcopal Church of Bayonne," being the first both in origin and in membership. On August 12, 1891, the cornerstone was laid.

On Sunday afternoon, July 3, 1859, a group of gentlemen were talking on the north porch of Pepperidge, the home of Solon Humphreys. There was at that time only one religious body in Bergen Point, namely, the Reformed Church on Lord avenue, near Third street. These men were members of the Episcopal church, and were desirous of having a parish here. When they separated, it had been determined to start an Episcopal church in Bergen Point, to ask permission to use the district school, located on what is now known as Dodge street and Broadway, as a place in which to conduct services; to secure a supply for the following Sunday, and to issue a call to the residents of Bergen Point for a meeting at the LaTourette House on the evening of July 13 for further consideration of the matter. On the following Saturday, Mr. Humphreys sent word that he had secured the services of a clergyman, the Rev. Mr. French, of Staten Island, for the next day, Sunday, July 10. The ladies, under the leadership of Mrs. Solon Humphreys, at once went to the school house, gave it a thorough cleaning, and covered some boxes with cloth to make a pulpit, doing all the work themselves. On Wednesday evening, July 13, the meeting was held at the LaTourette House, with S. T. Brown as chairman and Alfred L. Rowe as secretary. The following resolution was passed: "Resolved, That a committee of seven be appointed to ascertain the probable support that would be extended to the establishment of an Episcopal church in this township, and the committee to have power to make collections for the object in view and to commence church services as soon as practical." The chairman appointed the following committee: Messrs. S. T. Brown, David LaTourette, Cornelius Simonson, Solon Humphreys, Alfred L. Rowe, S. H. Watson and John Van Buskirk. Another meeting was held in the district school on Wednesday, July 27, when the committee reported that they

had hired the upper room of the school house in which to hold Divine service until the erection of a church could be accomplished. They also reported that David LaTourette had promised a gift of the land upon which to build an Episcopal church; and that they had also received from sundry persons subscriptions amounting to \$2,020, with the understanding that the amount to be raised shall be \$2,500; the balance the committee had every confidence would be made up in a short time. The meeting adjourned to meet August 11. In the meantime services were being conducted regularly, much through the kindness of the Rev. Herman Dyer; Mr. Denison, secretary of the Foreign Committee Board of Missions; Mr. Little and Mr. LaTourette. This parish owes much to Dr. Dyer, who for many years took an active interest in its welfare. His name should ever be cherished among the faithful organizers of Trinity Church. In August, those interested in the church met in the district school house, and it was on motion, "Resolved, That the corporate name of the church be, the Rector, Wardens and Vestrymen of Trinity Church in Bergen Point, New Jersey." Messrs. David LaTourette and Solon Humphreys were elected wardens, and Messrs. A. L. Rowe, S. T. Brown, Charles Davis, S. H. Watson, Joseph Hewlett, John Van Buskirk and Cornelius Simonson vestrymen. The vestry met and organized on Saturday evening, September 3, with Solon Humphreys as chairman. The entire cost of the church, exclusive of the timbers, which were generously furnished by John Van Buskirk, was a little over \$5,500. On the list of subscribers for the first church are the names of Solon Humphreys, David LaTourette, John Van Buskirk, A. L. Rowe, John Watson, S. T. Brown, Robert Mackie, Thomas Rowe, T. Y. Brown, J. Van Saun, Henry Meigs, A. B. Warner, Joseph Hewlett, Henry Paret, the Ladies' Aid Society of Holy Trinity Church, Middletown, Conn.; George Kemp, Martin Bates, H. Vreeland, Captain Slaughter, C. S. Donohoe and Aaron Seeley. The deeds of Trinity Church properties show that the beautiful plot now owned by the corporation was given by Messrs. David LaTourette and Solon Humphreys.

The Bergen Point Baptist Church was organized on November 30, 1887, with twenty charter members. The organization meeting was held in the building of the German Reformed congregation on Lord avenue, in which building the new church held its services until the present building at Humphrey avenue and Fifth street was completed. The committee on organization consisted of Henry Smith, now deceased; E. R. Craft, who until the time of his death two years ago was one of the most active members and liberal supporters the church has ever had; and Wallace H. Howell, now a member of the First Baptist Church on Thirty-third street. Eight ministers have in turn served as pastors of the congregation. Rev. C. E. Maxfield was the first regular pastor, and served one year, from April, 1888, until April, 1889. Rev. W. P. Drew was pastor from January, 1890, until May, 1891. Rev. George E. Horr was third in the succession, and had a most profitable ministry from March, 1892, until his death in January, 1897. During the pastorate of Dr. Horr the present church edifice was erected and the church equipped for a large and useful service in the community. A large bust portrait of Dr. Horr hangs in the lecture room of the church, the gift of his son, Dr. George E. Horr, now president of Newton Theological Seminary, one of the leading educational institutions of the country. The next pastor was Rev. W. J. Sholar, whose work extended from July, 1887, to October, 1899. Mr. Sholar was succeeded by Rev. Charles P. MacGregor, now of Pittsfield, Massachu-

setts. Mr. MacGregor's pastorate was second longest in the history of the church, covering the period between February, 1900, and July, 1905. From here he went to be associate pastor to his distinguished uncle, the Rev. Dr. R. S. MacArthur, in the Calvary Baptist Church of New York City. Rev. W. W. Barker was the next minister chosen, and he served the church from January, 1906, to February, 1909. Each of these men wrought well, and their labors are still bearing fruit, and many in the church and community bear loving testimony to their fidelity and sacrifice. Rev. Edgar Bruce Price began his labors in July, 1909.

During the history of the church more than four hundred members have been received into fellowship. Many of these have been called to their final reward; many others have removed to other parts of the state, and some to distant places. The present membership is about two hundred and twenty. At present the various societies and organizations of the church are active and flourishing. The Sunday school, under the efficient leadership of Richard Young, has a membership of about two hundred and fifty. The church numbers among its members some of the best known men and women in the Point Section of the city. The missionary interests have been one of the strong features of the church's life. Miss J. G. Craft has served fourteen years in Burma, Miss Isabelle Waidman has been for eight years in Cuba, and Mrs. Anna Opdycke is in city missionary work in Wilmington, Delaware. Since the coming of the present pastor the church building has been enlarged and renovated. A new Estey pipe organ has been installed; Electric lights have replaced the old gas lights; the walls have been twice redecorated, and new oak pews take the place of the opera chairs with which the church was originally seated. Also, a commodious and handsome parsonage has been erected on the lot adjoining the church building. Throughout its history the church has been a distinct spiritual and moral force in the community, and its relation to and coöperation with the other churches has always been most cordial. The officers of the church are men of sound judgment and good business ability. The deacons are Richard Young, I. D. Lime, I. Chamberlain, L. N. Potter, F. L. Kendall, Charles W. Gill and William Riley. The trustees are Judge Horace Roberson, E. B. Conrad, O. N. Creighton, Charles Jagers, Charles W. Tomey and M. Svendsen. In its ministry to the community and the city the church tries to emphasize the Fatherhood of God, the Brotherhood of Man, and Salvation for all through Jesus Christ, the Mediator between God and Man. A cordial welcome awaits any who may come to worship, and the "glad hand" is stretched out to all—rich and poor alike.

The Forty-sixth Street Methodist Episcopal Church was organized and started in a Sunday school. Its spiritual birth came as a response to a spiritual demand after its organizers had been meeting in weekly communion under the name of the Saltersville Methodist Episcopal Sunday School, which was organized more than half a century ago by John Elderson, of the Emory Methodist Episcopal Church of Jersey City. This old Sunday school held its first meetings in the old Pamrapo public school building on Grand street, near Broadway, elsewhere described in this history. In 1877, members of this class organized the West View Avenue Church. This was the first name borne by the congregation now known as the Forty-sixth Street Methodist Episcopal Church. It had a supply minister. Strangely enough, there have been several changes of name to this church organization. Subsequently it took the name of the Monroe Memorial Methodist Episcopal Church, and later

still it was called the Forty-fourth Street Methodist Episcopal Church. The first pastor of the congregation appears on the conference minutes as G. W. Kennedy. The charge is set off by itself and called Pamrapo. There is no property, no trustees. The congregation met in a hall over a grocery store, corner of Forty-ninth street and Broadway. Afterward the meetings were held in Harris' Hall. The services were conducted under the direction of a committee, who served instead of a board of trustees, there being no property. The committee consisted of Philip Allaire, Mr. Duryea, Mr. Sanford and R. H. Freer. In the organization of the church, too much credit could scarcely be given to Mrs. Philip Allaire. When she came to this city in 1875, she found the nearest Methodist Episcopal church down in Bayonne proper. She was largely instrumental in gathering the Methodist families together for public worship. On January 14, 1877, the committee in charge of the services secured the Rev. W. S. Gallaway, of the Madison M. E. Church, to preach on Sunday afternoons. He continued to preach for three consecutive Sundays, when a tempest in a teapot suddenly invaded the tranquility of the services. According to the "Hudson County Times," Jersey City had an eye on the little Pamrapo congregation. The Rev. R. B. Lockwood, the pastor of the Greenville church, hearing that the Rev. Mr. Gallaway was holding forth in the "little church around the corner," as it was styled in those days, invaded the Sunday afternoon meeting and informed the people that the parish belonged to his appointment, and not to that of Mr. Gallaway. Mr. Gallaway forthwith withdrew and informed the little flock that he could not consent to serve them further until they had gained the consent of no less a worthy than the presiding elder of the Jersey City district, the Rev. William Tunison. The little flock, wondering why their wishes were not to be considered, waited upon the elder, and with much fear and trembling informed him of their desire that Mr. Gallaway be permitted to continue his services, and consent was granted. On June 7, 1877, the committee made arrangements to hold services in the Advent Church on Grand street, which building is still standing. This is an evidence of the good will that existed between different religious bodies thirty years ago. The committee reported that the Advent Church was offered rent free. The first service was held in this church June 10, 1877. The committee on the purchase of lots reported June 7 that Daniel Salter offered two lots for sale at \$500 each, to be paid at any future date. At this meeting those present were the Rev. Mr. Gallaway, Messrs. Sanford, Allaire, Wilson, Cornell and Freer. June 15, at a public meeting in the Advent Church, an effort was made to raise funds to purchase lots and build a church. Pledges and cash to the amount of \$1,600 were secured. The first board of trustees was elected June 25, 1877, and was constituted as follows: President, Edgar Wilson; clerk, R. H. Freer; treasurer, Philip Allaire; George W. Connell, David B. Sanford, Benjamin Duryea, and Simon Keegan. And now the church was duly organized. The early history of the church could not be written without the name of the Rev. W. S. Gallaway, D. D., who is still living, and held in great esteem by his brethren in the conference.

August 20, 1877, a building committee was appointed consisting of Messrs. Sanford, Allaire, Daniel Salter and R. H. Freer. September 21 lots were purchased of Daniel Salter on Forty-sixth street, and on a certain Monday morning ground for the new church was broken. The cornerstone for the new building was laid Sunday afternoon, December 9, 1877, by the Rev. William Tunison. Public services were held in Harris' Hall. The sermon was

preached by the Rev. J. L. McKnown, D. D., then pastor of the Hedding Methodist Episcopal Church, Jersey City. In April, 1879, Rev. J. Kinzey Smith was appointed the pastor.

The West View Avenue Church apparently was never dedicated. November 17, 1879, the dedication of the church was postponed indefinitely, and at the close of Mr. Smith's ministry, February 28, 1882, at the fourth quarterly conference, it was decided to dedicate the church, and the pastor with the board of trustees were constituted the committee of arrangements. John R. Tuttle was the secretary of the meeting. But no further reference is made to any dedicatory service. Rev. R. M. Aylsworth was assigned to the charge in 1882 and served three years. In 1885 Rev. Henry M. Simpson became the pastor. July 6, 1886, the lot at the corner of Forty-fourth street and Avenue D was purchased, and on this site the Monroe Memorial Church was dedicated Sunday, May 8, 1887. Dr. D. R. Lowrie, presiding elder, preached in the morning, and at the close of the sermon \$1,000 was subscribed, chiefly by the members of the official board and their families. The afternoon service was addressed by the Rev. S. B. Rooney. In the evening the sermon was preached by the Rev. Dr. J. N. Fitzgerald. Rev. Mr. Simpson was followed in 1888 by the Rev. A. L. Wilson, who served five years. In 1893 the Rev. S. K. Doolittle became the pastor. The next pastor was the Rev. Albert Van Deusen, who came to the church in 1895 and remained three years. In 1898 the Rev. T. S. Molyneux became the pastor. In 1899 the Rev. Andrew J. Turner became the pastor; he also served three years. In 1902 the Rev. Milton E. Grant became the pastor.

In 1903 the site of the Forty-fourth Street Church was sold and corner lots on Avenue C and Forty-sixth street were purchased, with the purpose of moving the building bodily from its old site to the place it now occupies. On Saturday afternoon, September 26, 1903, the cornerstone of the Forty-sixth Street Church was laid. Addresses were delivered by the Rev. John R. Wright, D. D., presiding elder; Rev. H. J. Johnston, of the First Methodist Episcopal Church; the Rev. W. H. Boocock, of the First Reformed Church, and the pastor, the Rev. Milton E. Grant. The church was formally dedicated, after having been remodeled and enlarged and beautified, on Sunday, January 31, 1904. Over \$4,000 was subscribed on the day of the dedication.

Rev. Grant's pastorate was highly successful; \$2,300 was paid on the reduction of the debt, \$9,400 expended on building and improving church property. A total of 53 probationers were received. The total valuation of the church property at the beginning of his pastorate was \$9,000; debt, \$1,500; equity, \$7,500. At the close of his ministry, valuation of church property, \$27,000; debt, \$11,500; equity, \$15,000; increase of church valuation, \$8,500.

In April, 1907, the Rev. Dr. S. Rechnitzer was appointed the pastor, and January 26 to February 2 the thirtieth anniversary of the church was celebrated, and the fifty-fifth of the Sunday school. Dr. Rechnitzer was sent by the conference on April 1, 1915, to serve the church; during his pastorate the church was reorganized for public service, and every department in the church was energized to 100 per cent. efficiency. The membership grew to 300, and the Sunday school to over 700 members in all departments.

St. Paul's German Evangelical Lutheran Church, East Twenty-fifth street, was the first Lutheran church to organize on the peninsula, in 1877. Its first meetings and services were held in the "White House" at Constable Hook, and most of the families represented in the congregation had members who

were employed in that section. Its first church was erected on East Twenty-second street, near Avenue H, and was later sold to the Hungarian Catholic Church in 1889, when the present edifice was built. The Rev. F. G. Walter Furhmann is pastor of what has grown to be a prosperous and numerous congregation.

The Bergen Point Methodist Episcopal Church was organized in May, 1890, by a small handful of energetic but determined men and women, and on July 26, 1891, the present building, used as a Sunday school chapel, was dedicated as its house of worship under the name of the Reynolds Memorial Church, in honor of their class leader; in the conference appointments for that year A. P. Turrell is listed as supply pastor. He was a student at Drew Seminary, and the Rev. W. A. Deaton, another theological student, assisted him until the church was dedicated. In the next year's conference statistical record much interesting information is found. The Rev. C. E. Schenk was supply pastor; he is now a district superintendent in Ohio. There were forty-eight members and fourteen probationers, a total membership of sixty-two. The property value was \$3,800, with \$2,000 indebtedness. In 1892 the Sunday school had one hundred thirteen members. In 1894, Rev. C. S. Kemble became pastor, and under his leadership the present church building was erected. The church made rapid progress after this. In 1900 the church passed the one hundred mark in membership. In 1910 it reported two hundred members, and this number was maintained until 1913, when the membership dropped to one hundred forty-five, and the following year came a further drop to one hundred twenty-eight (full members), the lowest membership in twelve years. Everything seemed to conspire against the progress of the church. To the faithful few of the original members who still remained in the church, nothing was more disheartening than the wholesale change in population, many of the best members having moved. Financial problems from which the church had never been wholly free, now became distressing. The building sadly needed repairs. Only a few of those who had done so well in the past were here to face the storm. In 1916 nearly all the floating debt was taken care of and new interest was manifest in every branch of our church life. In 1917 the improvements were planned in connection with the twentieth anniversary of the cornerstone laying of the church. Former ministers of the church were: Rev. Frank Chadwick, 1892-93; Charles Sumner Kemble, 1894-98; Wallace B. Fleming, 1899-1903; William M. Trumbower, 1904-05; Wilbur W. C. Walker, 1906; George Whitehead, 1907-11; Frederick Bloom, 1912-16; John Marinus Versteeg, 1917-18.

St. John's Evangelical Lutheran Church, organized in 1898 by residents of German origin, or descent living in the upper central section of the city, has occupied the modest church building on West Twenty-seventh street, near Avenue C, since its erection in 1898. The present church parsonage at 35 West Twenty-sixth street, was purchased and occupied, and the meeting-room addition to the church was constructed during the incumbency of Rev. Echumm, who was soon succeeded by Rev. A. Holthusen, who served five years, before becoming the pastor of a New York City church. Rev. John H. Volk, present minister, was installed January 8, 1906, and is likely to remain many years. The congregation numbers two hundred one communicants and almost four hundred persons, the church being crowded to its capacity during services, and the Sunday school has one hundred fifteen pupils enrolled.

The People's Baptist Church, located on West Twenty-seventh street,

between Broadway and Avenue C, in 1880, occupies a most strategic position among the Christian forces of the city, and constantly exercises an aggressive influence of vital Christian service that reaches far beyond the confines of her own activities, under the leadership of the pastor, the Rev. Gerard M. Case, a man of Christian education and social culture, who is an excellent preacher, and whom God has greatly honored in the work of saving souls. The present church is the result of a little work started about twenty-seven years ago by holding open air gospel meetings in the neighborhood of Sixteenth street, led by a few earnest Christians in coöperation with the Rev. S. J. Betts, a Baptist minister from Raleigh, North Carolina, later finding a temporary home for holding meetings in a small store at 310 Broadway. There the fruitage was so great that they were compelled to seek larger quarters, and a chapel at Twenty-first street was rented. A year later Mrs. Serrell turned over to the infant congregation as a place of meeting, the Baptist chapel on West Twenty-third street, and made a liberal offering to the work, and later on arranged in her will for payment of the mortgage on the property. The organization of the People's Baptist Church was perfected, and later on the church united with the regular Baptist Association of Churches. Under the splendid leadership of Rev. S. J. Betts the work prospered, for he was a man greatly beloved, and in 1905, after a long term of service, he resigned the work and returned to his Southern home. During the pastorate of Rev. J. H. Troy, three lots were secured at the present location. In 1906 the Rev. M. T. Shelford assumed the pastorate. Plans were agreed upon for a forward movement resulting in the erection of the present commodious house of worship. On December 27, 1908, the cornerstone was laid, and in May, 1909, the completed structure was dedicated with great rejoicing. During the pastorate of Rev. John H. Clark, the splendid parsonage adjoining the church building was erected. The activities of the church in its different departments comprise a live Sunday school, with Percy Kinsey as superintendent, ably assisted by a splendid corps of officers and teachers. A wide-awake Ladies' Aid Society and embroidery class, a unique society composed largely of a group of young ladies, and the Christian Endeavor Society, comprise the list of church organizations.

The Third Reformed German Church, West Twenty-seventh street, near Broadway, was organized in 1872, the first pastor being the Rev. Gottlieb Andrae, afterward one of the most famous German pastors in New Jersey. The present edifice was erected in 1911; the pastor is the Rev. Arthur C. Van Raalte.

Christ Presbyterian Church, Avenue C and Forty-second street, was organized October 20, 1899, with fifty-two members, and the Rev. Floyd L. Cornish as pastor. It now has a congregation of nearly four hundred members, an active and hardworking Christian Endeavor Society, a Men's Club, Ladies' Aid Society, and the church organizations include a Girl Scout Troop. It is interesting to know that the present attractive church building grew from a nickel given by one of the Sunday school boys. Miss Mary E. Gardner, a Sunday school teacher, suggested to her class of little boys one Sabbath that they bring something the following Sunday with which to start a building fund, and she promised to add as much more to what they gave. The next Sunday Miss Gardner reminded the boys of her request and asked what they had done. All had forgotten except one little boy on the back seat who, after a search through his pockets, finally produced a five-cent piece. Miss Gardner added another five-cent piece to the boy's, and sent him with the money to the

pastor, who was then the Rev. Harry Nesbit. Mr. Nesbit related the incident that morning at the church service, and made a strong plea for the building fund. Many generous subscriptions followed. In this little incident one may see that as tall oaks grow from little acorns, so a church building may grow from a five-cent piece. Little Willie Connor's nickel, together with Miss Gardner's, and some records in connection with the history of the church, were sealed in the cornerstone when it was laid with proper ceremonies one cold, snowy day in March, 1902.

Christ Presbyterian Church has had but three pastors in the eighteen years of its existence—the Rev. Floyd L. Cornish, who founded it; Rev. Harry Nesbit, who built it up; and the late pastor, Rev. C. Alexander Terhune. When the Rev. Harry Nesbit came to take charge, there was but a little band of people meeting at 861 Broadway, and when he resigned his pastorate after eleven years of faithful service, he left behind him a prosperous organization in an attractive building free from debt and many sincere friends.

The Bergen Point Reformed Church was founded in 1854, and had as pastors: Jacob C. Dutcher, 1854-57; Charles Parker, 1857-60; H. W. F. Jones, 1860-84; J. F. Riggs, 1884-92; T. E. Ingliss, 1892-97; A. E. Krom, 1898-1901. Rev. H. W. F. Jones was the only pastor of the First Presbyterian Church, which was organized in 1884. The Fifth Street Reformed Church organized in the fall of 1901 by a consolidation of the congregations of the Bergen Point Reformed Church and the First Presbyterian Church, both located in the Bergen Point Section, as the result of a fire which destroyed the old Reformed Church. When the union of the two congregations was effected, Mr. Jones became pastor emeritus of the newly organized church. He had a continuous active ministry in Bayonne for forty-two years, and was emeritus pastor for thirteen years. He died in September, 1915, in his eighty-eighth year. On December 2, 1902, Rev. Ferdinand S. Wilson, A. M., began his pastorate in this church, having been pastor for eleven and a half years in the Pompton Reformed Church at Pompton Lakes, New Jersey. During these years the Fifth Street Reformed Church has endeavored to carry into larger service the purposes of the churches whose history it has continued and to fulfill its ministry to this city of which it is a part. The congregation has erected a hall which has been useful to the community as well as to the congregation. A parsonage has been purchased, and the free pew system adopted. Organizations for all departments of the church life and work are maintained; four hundred forty new members have been received into church fellowship, and the resident membership has grown from one hundred eighty to four hundred. Apart from the increment from endowment, etc., \$74,125 has been raised for congregational purposes, and \$16,820 for denominational and miscellaneous benevolences, a total of \$90,945. The Fifth Street Reformed Church offers its life and its service, along with all the other churches, to the city and the larger tasks, and with them believes she has the right to expect the hearty coöperation of everyone to help build the kingdom of God.

St. Eleonora Scandinavian Evangelical Lutheran Church, West Twenty-ninth street, was incorporated April 1, 1907. The pastor is the Rev. Laurens F. Nordstrom. Grace Evangelical Lutheran Church, Avenue C and West Thirty-seventh street, was organized in 1907. The Rev. F. Hampton Berwager has been pastor since the church organized. The Hungarian Presbyterian Church holds its services in the German Reformed Church on West Twenty-fifth street. The Rev. Michael Toth is pastor. The German Evan-

gelical Church, Lord avenue and East Fourth street, was organized in 1880. The Rev. Carl Schauer is pastor.

The Angelic African Baptist Church organized as a mission in 1884, and occupies and owns the edifice formerly known as the Monroe M. E. Church, on West Fifty-fourth street. The Rev. John T. Thornton has been pastor of the congregation for thirty-five years. St. Peter's African Methodist Episcopal Church is located at Avenue C and West Seventeenth street, Rev. James M. Branch, pastor.

St. John the Baptist Greek Catholic Church on East Twenty-second street, in the Constable Hook section, has a large membership, the parish including probably nearly 4,000 souls. It is the largest of the three ancient Greek church parishes in the city. The Rev. John Sokora is the resident priest.

The Jewish population of Bayonne early in 1923 was estimated at about 25,000. The city has eight synagogues and numerous Jewish societies, charities and schools connected with the different synagogues. The chief rabbi is Isaac Siegal, with Rabbi Schwirfal in charge of Temple Emanuel. Beth Abraham, the oldest of the eight Jewish congregations, is situated on the south side of West Twenty-first street, between Avenue C and Broadway. It was organized in 1894, and has one hundred seventy-five members, all of them prominent business men and merchants. The cantor is Geishaw Koeniggison. The congregation has a Free Loan Association, and a Hebrew Free School on Twenty-third street, between Broadway and Avenue C, accommodating two hundred pupils. The second congregation formed in Bayonne, twenty-two years ago, is the largest numerically in the city. The synagogue is named the Talmund Torah, a handsome brick structure on West Twentieth street, between Broadway and Avenue C. The four hundred enrolled members represent fully 2,000 people. Isaac Siegal is the rabbi, and the cantor is H. Goldberg. The congregation has a Free Loan Association and the Hebrew Sheltering Aid Society. It supports a Hebrew Free School with two hundred pupils. Ohab Sholem, the third congregation formed in the city, organized nearly twenty years ago, now owns its own building on West Twentieth street. It has an enrolled membership of one hundred twenty-five. Rabbi Isaac Siegal presides. The congregation was without a regular cantor early in 1923. The synagogue of Agudas Achim, on West Twenty-second street, between Avenue C and the Hudson boulevard, has an enrolled membership of one hundred ten. Rabbi Isaac presides; it has no regular cantor. Nearly fifteen years ago about eighty families, who were natives of Hungary, organized a congregation calling themselves Hungarian Hebrews. Seven years ago the congregation purchased the property on the north side of West Twenty-first street, where the synagogue stands. The congregation now numbers close to five hundred people. The cantor is Mr. Weis, and Rabbi Isaac Siegal presides. The Congregation Mussach Arc, organized twelve years ago, has an enrolled membership of fifty. It has no regular synagogue, but meets in the homes of its members. It has no regular cantor. Rabbi Isaac Siegal presides. Ohab Shalem, the most recently organized Jewish congregation in the city, has its synagogue at Forty-eighth street and Avenue C, where it was erected in 1920. The congregation is a rapidly growing one, but still has no regular cantor. Rabbi Isaac Siegal presides. Temple Emanuel, on the boulevard, corner of West Twenty-ninth street, has the second largest congregation in the city. It was organized in 1910 with an enrolled membership of

ninety. The cantor is Solomon Fuchs, and Rabbi Schweifel presides. All the synagogues in Bayonne are chartered under the name of the United Hebrew Congregations.

CHAPTER IX.

RELIGION—THE CATHOLIC CHURCHES.

The growth of the Catholic Church in Bayonne has been one of the striking pictures of its development as an industrial center from the time of the Civil War. Prior to that period in history there were no Roman Catholic places of worship on the peninsula, and the small handful who lived here were before 1852 forced to make the journey to St. Peter's Church at New Brighton, Staten Island, to attend Mass. Somewhere about that time, John Walsh, a resident of what is now called Lord avenue, gathered together less than half a hundred members of the church, and this faithful group assisted in the celebration of the Mass. At about the same time another small group met at the home of John Jackson for the same purpose. From these small beginnings the church has grown until to-day the Roman Catholic parishes in Bayonne have a membership equal to about one-half of its total population.

St. Mary's Church, the first or mother church of the peninsula, was created as a parish August 1, 1865. In October, 1879, the first parochial school was opened, in charge of the Sisters of St. Joseph, with three hundred fifty pupils. In 1880 a square block of land at Avenue C and Fourteenth street was purchased, and on this tract was erected the handsome edifice which still exists. St. Mary's was consecrated by the Rt. Rev. Bishop John J. O'Connor, July 17, 1909. Monsignor Andrew M. Egan is the venerable and well-loved pastor of the church and parish.

The creation of St. Mary's parish was at a period when conditions throughout the country were much upset because of the Civil War. The first pastor of St. Mary's the Rev. Father Neiderhauser, was untiring in his pastorate, and in 1871, when he was transferred to St. John's German Church in New Brunswick, he had built a strong foundation for those who were to follow him. The Rev. P. McGovern, of Morristown, was the second pastor, serving from 1871 to August, 1876, when he was succeeded by the Rev. James Dalton, of Newark, who was in poor health and who collapsed while celebrating his first Mass in St. Mary's. His pastorate of one month was followed by that of the Rev. T. M. Killeen, also of Newark, who continued his pastorate until July, 1906, when he resigned, much to the regret of his parishioners. He died July 30, 1907. During the twenty years of Father Killeen's pastorate, he built St. Mary's into a great religious organization, the influence of which has ever since been a prime factor in the social and civic history of the city. His unusual gifts as an organizer and executive were enlisted from the beginning to bring the Catholic spirit to full fruition, and within a few months of his arrival he arranged with the Sisters of St. Joseph for four sisters to begin parochial school work. In September, 1879, he turned over his own residence as a home for the Sisters, and in a frame structure built beside the convent, parochial school work was started. At the opening of the school there was an enrollment of three hundred fifty pupils, and in the following year this number was increased to four hundred twenty-five. The number of Sisters was increased, so that by 1896 ten teachers were engaged in school work and the enrollment of pupils increased correspondingly. In 1880 Father Killeen

purchased the entire block of ground on Avenue C and Fourteenth street, and began the erection of the present imposing structure. The cornerstone was laid May 22, 1880, the Rt. Rev. Dr. Corrigan, Bishop of the Diocese, officiating. The cornerstone was taken from the old subterranean chapel of St. Clement's, in Rome, and in the box placed in the hollow square in its center was placed a fragment from the altar of Sur Marro, Florida, built in 1745, and a portion of the cathedral wall of St. Augustine, Florida, erected in 1697. The new edifice was blessed by Bishop Corrigan, November 4, 1881. The original cost of the structure was \$50,000, and the old edifice was given to the Sisters of St. Joseph for school purposes. Subsequently Father Killeen erected a rectory, and later at a cost of \$20,000 erected a parochial school with accommodations calculated to care for the children of the parish for years.

In 1891, Father Killeen, recognizing the need for another place of worship more convenient to those parishioners who lived in the upper section of the peninsula, built a church at Thirtieth street, and two years later those attending this church, with Father Killeen's assistance, incorporated as St. Henry's parish, the first division of St. Mary's old parish, the boundaries between the two parishes being fixed at Twenty-second street. Father Killeen was succeeded by Monsignor Isaac P. Wahlen from Totowa, Paterson, and Monsignor Whalen's pastorate for nine years was marked by the erection of the fine parochial school on Thirteenth street and the rectory on Avenue C. On the death of Monsignor Doane, Bishop O'Connor selected him as pastor of the Cathedral. He left St. Mary's in March, 1905, his successor being the Rt. Rev. Monsignor Andrew M. Egan, rector of St. Mary's, Plainfield, who had been for twelve years assistant to Father Killeen, and whose first appointment after his ordination, May 22, 1880, had brought him to Bayonne. Monsignor Egan's letter of appointment was dated March 2, 1905, and he took charge of his new pastorate March 10. In these years, with the loyal and generous support of his parishioners, Monsignor Egan liquidated his debt of \$55,000, and had the satisfaction of realizing his ambition to consecrate the church with which he had been most closely identified from the day its cornerstone was laid. The consecration ceremonies took place July 17, 1909, Bishop O'Connor performing solemn service, assisted by a distinguished list of dignitaries and visiting priests. Following the consecration of St. Mary's, Monsignor Egan erected, with the approval and support of his parishioners, the Convent of St. Joseph's on Fourteenth street, at a cost of \$40,000. St. Mary's Star of the Sea was designated an irremovable parish December 18, 1891. The Rev. Father Egan was created a Monsignor.

St. Henry's handsome church on Avenue C, between Twenty-eighth and Twenty-ninth street, is one of the most beautiful examples of church architecture in New Jersey. It is a permanent monument to the energy and determination of the Rev. Peter E. Reilly, who has been in charge of the parish since October 20, 1905. St. Henry's parish, the first offspring from the mother parish, was created by Father Killeen of St. Mary's in 1890, when he purchased land on Thirtieth street for the erection of a parish school to accommodate the children of his parishioners who lived in the upper section of Bayonne. For several years after the new parish was created, there were brief pastorates, the Rev. Alois Heller serving from May, 1890, to February, 1891, followed by the Rev. Joseph Graf, who served to December, 1891, when he died in New York City, while on a visit. Franciscans from Paterson conducted services for six months, when the Rev. W. B. Alms was made pastor. He was followed

in 1904 by the Rev. George Meyer, who served until October 15, 1905, when the Rev. Peter E. Reilly became pastor. At that time there were about sixty families in the parish, but it was rapidly growing, and under Father Reilly's pastorate it soon doubled and quadrupled in number. The ambition to build a church edifice that would be an ornament as well as an emblem of the Catholic spirit of his parishioners, soon manifested itself in Father Reilly. He purchased the present site of St. Henry's Church for \$27,000, at that time considered one of the shrewdest bargains ever made for real estate in the city. Ground was broken for the new church by Father Reilly June 17, 1911, the cornerstone being laid by Bishop O'Connor September 18, 1912. The church was completed early in 1915 and dedicated Memorial Day that year with elaborate ceremonies, in which Bishop O'Connor and many high church dignitaries and priests participated. St. Henry's Church represents an outlay of more than \$200,000. The parish in 1923 has more than 1,000 families and about 5,000 parishioners.

St. Andrew's Church, Fourth street and Broadway, named in honor of Monsignor Egan, was erected in December, 1914, at the instance of Monsignor Egan, pastor of St. Mary's, in accordance with a plan endorsed by Bishop O'Connor to create a new parish to relieve the congestion in the mother church and to accommodate those parishioners who resided south of the Central railroad. The cornerstone of the church was laid by Bishop O'Connor, and Monsignor Whelan preached the sermon. The first Mass in St. Andrews was celebrated by Monsignor Egan, after the solemn dedication of the edifice by Bishop O'Connor. From December, 1914, until December, 1915, the new parish was presided over by the parent organization, the St. Mary's parish, the priests of that church officiating at all religious ceremonies. The Rev. Charles Doyle, of Roselle, a former assistant to Monsignor Egan, at the latter's request, was appointed first pastor of St. Andrew's Church in December, 1915.

The parish of St. Vincent de Paul, extending from the Morris canal to Thirty-ninth street, is the third parish to be created in the city. It was given its first start by the Rev. Father Meyer, of St. Henry's July 5, 1895, who organized the Mission of St. Vincent de Paul in Satter's Hall, for the convenience of Catholics living in the northern end of the city, then known as Pamrapo. Later, Father Meyer purchased the land on Avenue C where St. Vincent's church and parish house stands. The mission building sheltered the young parish for nearly eleven years. July 1, 1900, the parish of St. Vincent de Paul was officially created, and the Rev. Joseph J. Gately was appointed pastor, remaining in that relation until his health failed in 1904, when he was succeeded by the Rev. Dr. Joseph P. A. McCormick, who took over the parish July 1, 1904. In July, 1905, Dr. McCormick awarded contracts for the present St. Vincent de Paul Church, the cornerstone being laid by Bishop O'Connor Sunday, September 3. Dr. McCormick continued as pastor until his death in 1912, when he was succeeded by the Rev. Father Coyne, who was in poor health and who was forced for that reason to resign his pastorate on Thanksgiving Day the same year. He was succeeded by the Rev. John J. Duffy. During Father Duffy's pastorate the handsome parochial school and Lyceum on Forty-seventh street was erected at a cost of \$60,000. He was succeeded by the Rev. John Dolan, present rector.

The Polish parish of Mt. Carmel was created in 1900, and for a number of years remained the smallest parish in the city. The Rev. Sigmund Snider, created a Monsignor in 1922, was the first and only pastor the parish has had.



BAYONNE TRUST COMPANY

When he assumed charge of the parish it is slated that there were less than fifty parishioners. With this small beginning, Monsignor Snider organized and created a complete parish organization, and October 15 and 16, 1917, witnessed the consecration services of parish property valued at more than \$200,000, including the handsome church structure, a parochial school accommodating about 1,200 pupils, a rectory, parish hall, and Sister's house, or convent. Monsignor Snider has built his parish up until it is to-day one of the largest in numbers in the city.

Assumption Church, on West Twenty-third street, of which the Rev. Michael Merconlins is pastor, is the home of a rapidly growing Italian parish. The parish school recently completed is a handsome and commodious structure with accommodations for five hundred pupils. In addition, the parish owns a rectory and home for the Sisters in charge of the school, and a parish house which is the scene of many social gatherings of members of the parish.

St. Joseph's Union Russian Greek Catholic Church is not affiliated with the Orthodox Greek Catholic churches; and the members of this at present small parish use the premises formerly occupied by the People's Baptist Church as their place of worship. There is no resident priest, the services being conducted by supply. There are several hundred parishioners.

St. Nicholas' Orthodox Russian Greek Catholic Church, Boulevard and West Twenty-fourth street, is the home of Russian-born parishioners who were organized as a distinctive parish in 1913, the church being erected in 1915. The parish numbers seven hundred persons of Russian nativity, and has a parochial school with about fifty pupils.

CHAPTER X.

BANKING FACILITIES.

The banking facilities of Bayonne amply provide for its population. Prominent among these is the old established Mechanics' Trust Company of New Jersey. The farsighted men of the community in 1872 obtained from the Legislature of New Jersey a charter for a trust company. The following are named as incorporators: Henry Meigs, Solon Humphrey, Jacob R. Schuyler, Rufus Story, Francis I. Smith, Hiram Van Buskirk, James W. Trask, Erastus Randall and George Carrigan. The stock having been subscribed for in accordance with the charter, the incorporators organized in January, 1886, by the election of a board of directors as follows: James H. Alexander, Alfred W. Booth, Martin R. Cook, George Carrigan, Thomas J. Daly, E. B. Ely, Edward W. Humphreys, William T. Leman, Conrad Muller, John Newman, Charles S. Noe, James W. Trask and Hiram Van Buskirk. The board elected John Newman president, Alfred W. Booth vice-president, and Jason A. Lodwick secretary and treasurer. The trust company opened for business March 1, 1886, at 203 Avenue D (now Broadway). Mr. Newman continued as president until his death in November, 1901, and was succeeded in January, 1902, by Charles S. Noe. In the same year DeWitt Van Buskirk was made secretary and treasurer, and three years later Mr. Noe resigned the presidency to become chairman of the board of directors, and Mr. Van Buskirk was elected to fill the vacancy.

The capital of the company was originally \$25,000, and was increased to \$50,000 in March, 1888. Its savings department is conducted on precisely the

same methods as all well regulated savings banks adopt. The trust company has a foreign department, where coin and paper money of all denominations are bought and sold at current rates. A trust department to act as registrar, transfer agent and financial agent of corporations, taking charge of personal properties, real and personal, acting as administrator, executor, trustee or guardian, either under will or by appointment of courts. The company is also equipped with safe deposit vaults, up-to-date in every particular, and practically impregnable. At the end of its quarter of a century service to the public, at the close of business December 1, 1910, there were nearly 9,000 depositors, the total assets being \$4,679,083.52. The capital stock was increased in March, 1915, to \$200,000, and a further increase was made December 2, 1922, to \$500,000. At the close of business, April 3, 1923, the surplus fund amounted to \$250,000; the undivided profits, \$123,127.72; the total resources being \$10,699,992.74. The officers are: DeWitt Van Buskirk, president; Frederick G. Earl, Christian B. Zabriskie, vice-presidents; William R. Wilde, treasurer; Max Moraller, secretary.

The Bayonne Trust Company at the corner of Broadway and Ninth street is a member of the Federal Reserve System. At the close of business December 30, 1922, its total resources were \$6,562,845.79; the capital stock was \$300,000, surplus \$200,000, undivided profits \$18,415.90. The officers are: Eugene Newkirk, president; Dr. George H. Saxsmith, first vice-president; John F. Schmidt, second vice-president and treasurer; and Albert Stanton, secretary.

CHAPTER XI.

SOCIAL, ATHLETIC AND SPORTING CLUBS.

The social side of life in Bayonne, as in other communities, has its centers around which revolve different well-defined groups. One of the earliest forms of organized social life in the city took place more than sixty years ago at the club houses of the different yacht clubs on Newark and New York bays. The first and probably the most popular of these were the Baywater Yacht Club, whose club house lies at the foot of West Forty-fourth street, and the Newark Yacht Club located at the foot of West Twenty-fourth street. Both of these clubs organized during the Civil War, in 1862 and 1863, respectively.

The frequent regattas given during the warm months were always the occasion of social foregatherings and it was the custom on the evening of such events to turn the club houses over to the ladies, who served dinner as dusk fell. Dancing on the open pavilion floors and on the wide veranda had all the attraction on summer nights of the modern hotels along the seashore.

The Newark Yacht Club is one of the few yacht clubs which now lost its early prestige and has been forgotten. Following these two early organizations, in 1880 a group of young business men interested in rowing and boating organized the Newark Bay Boat Club. Subsequently, a boat house and pier was built on leased land at the foot of West Thirty-third street. This boat house is still in use. In 1888 plans were drawn for a regular, all-the-year club house, and in 1889, under the name of the Bayonne Club, which proved to be the chief social center of the city's youngest people, began its career. Two years later, in 1891, the first club house was burned to the ground, and in its place was erected a larger and much handsomer structure, now owned by Bayonne Lodge of Elks. In 1905 the club was offered the property lying west

of Avenue A at the foot of West Thirty-third street, fronting the site of its boat house, and the property was bought, members taking bonds in sufficient amount to purchase the large tract of land amounting to several acres. On the land was erected the club house now used by the club. It has been the scene of many of the city's most important social functions.

The Bayonne Rowing Association, commonly known as the B. R. A., was organized in 1872, with a boat house and modest club house at the foot of East Thirty-second street. The B. R. A. membership was largely of young men of athletic proclivities, crews were made up and trained under the tutelage of semi-professional oarsmen. Many trophies were won and the name of the club ranked with some of the most important rowing associations in the country. Eighteen years ago fire destroyed the club house with all the valuable trophies and other personal property. The boat house, however, was saved, with its contents, and is still in use. In 1879 the New Jersey Yacht Club was organized in Jersey City. In 1911 it acquired property at the foot of West Thirtieth street, which three years later was destroyed by fire, and for a number of years was without a club house. It now occupies the old club house of the Newark Bay Yacht Club at the foot of West Fifty-fourth street.

Among the other yacht clubs still in more or less active existence are the Robbins Reef Yacht Club, organized in 1906, with its club house located at the foot of East Forty-fourth street and New York bay; the Pavonia Yacht Club, organized in Jersey City in 1869, coming here in 1914, with a handsome club house at the foot of West Eleventh street and Newark bay; the Peninsula Yacht Club, organized in 1889, with its club house at the foot of West Twenty-fourth street and Newark bay; the Bayonne City Yacht Club, organized in 1910, with boat house at West Twenty-fourth street and Newark bay.

Women's Clubs—For fifteen years the distinctively woman's clubs of Bayonne have exercised a constantly growing influence in the social, religious and political life of the city. To a very large extent they take the place of the debating and literary societies which were affiliated with the local churches during the period which preceded the Civil War. The oldest of these women clubs is the Political Study Club, organized in 1885 as an affiliated body of the New Jersey State Suffrage Association, with which it became officially federated in 1890. This pioneer woman organization during the long years prior to the adoption of the Nineteenth Amendment was an active and persistent advocate, first of woman's rights, and then of suffrage. Thirty years ago, through the energy of Mrs. Alexander Cristie, one of the foremost advocates of woman suffrage, many prominent and noted woman speakers became guests of the club, and many famous addresses on the subject of woman's rights and suffrage were made public as a result of this club's activities. Mrs. Harriet Beecher Stowe, Dr. Anna Howard Shaw, the Rev. Antoinette Stone Blackwell and Mrs. Carrie Chapman Catt are among those whose visits to this city are still prized memories of the club. In addition to its educational propaganda on suffrage, the Political Study Club manifested much interest in various civic improvements, and was instrumental in securing the adoption of ordinances for street signs; for better trolley service; for a safe and sane Fourth of July; for school playgrounds used after school hours, etc.

The Woman's Club of Bayonne was formally organized October 13, 1915, by fifty charter members, and almost immediately became one of the popular organizations in the city. It has to-day nearly four hundred members, and its

activities, purely non-political, take in almost every subject of public interest affecting the welfare of the city. During the war period, from early in 1917 to the time of the Victory Loan drive, every member of the club aided actively in every patriotic movement, and through the influence, personal sacrifice and energy of its members aided materially in making successful their war time demands upon the people of the city.

Mrs. Marie Close Sleesman, member of one of the oldest families in the Bayonne peninsula, whose ancestors had been active in the different communities now consolidated with the city, called together a number of friends who were interested in literary subjects and suggested the organization of a club for the systematic study of literary topics. The club was organized under the name "Sappho," but at a subsequent meeting this name was dropped and the name "Athena" adopted. Mrs. Sleesman, the first president, retained that office for several years.

The possible influence of an active and energetic woman's club in securing certain city betterments, led Mrs. H. C. Colville, an alert and enterprising newspaper woman, to invite a large number of woman friends to an afternoon tea at her residence in April, 1912. As a result of this conference, the Thirty-third Street Neighborhood Club was formed, and the organization proceeded to business at its first meeting by securing Mayor Cronin's approval for a "clean-up week," which has been an annual event ever since. In 1913 so many improvements had been successfully launched by the club that many women from different and distant sections of the city applied for membership, and it was decided to adopt a more appropriate name, the City Betterment Club. Among the betterments advocated and adopted may be enumerated traffic signals; flower boxes and flower gardens at schools and hospitals; city visiting nurses; people's kitchens in connection with the Salvation Army; home gardening; Red Cross seal sales; day nursery; child welfare stations or clinics, etc. During the war the City Betterment Club took an active part in the organization of relief work and established stations for the entertainment of service men. Its members aided in all the war fund drives, canteen work and by personal service of every kind. The club inaugurated its annual charity ball early in its career and this event has become the supreme social event of each winter season. Mrs. H. C. Colville, the organizer of the club, remained its president until 1920, when business called her to reside in Montclair.

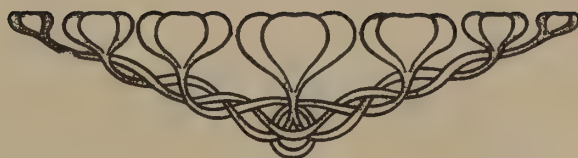
The Alpha Literary and Musical Club, like most of the other woman organizations, started its career under a different title, its first name being the Monday Afternoon History Club. It was organized in 1898, during the Spanish-American War, and because of the war interest devoted most of its time during its first meetings to the study of Spanish-American history. After the war ended it was decided to include music as a study and to increase its membership and in pursuit of this purpose the name was changed to its present title. The club is affiliated with the New Jersey State Federation of Woman's Clubs. One of the distinctive features of the club is its member's Original Day. On that day every member on the program must present an original essay, either a musical composition, poem or oration. Many of the productions presented on these days have been approved by outsiders and have obtained wide publicity.

The Woman's Musical and Literary Study Club, organized October, 1894, by Mrs. Marie Close Sleesman, specializes in the study of musical and literary compositions and seeks further information by a complete study of the life



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work of each author or composer. Each member is expected to present essays or compositions, or to give readings or recitals of favorite authors or musicians, and the critical analysis of club members forces each member to a serious and technical study of their own efforts before presentation for the approval of her club mates. The system has resulted in a high order of culture for every member of the club.



PART FOUR

HOBOKEN

CHAPTER I.

THE ISLAND OF HOBOKEN.

The names of cities, like the names of things and of concepts, are apt to stand for different ideas after different intervals of time. To-day we associate the name of Hoboken with an idea of varying complexity, in which the nucleus is a civic population predominantly German, with the social life and commercial virtues attached to the notion of the German character, and round this nucleus we associate marginal attributes of great industrial and mercantile activities, of a thriving community, and of vast systems of railroad and ocean transportation connecting up the city with all the rest of America and the globe. A couple of generations ago, however, and long after, the name of Hoboken stood for a different sort of signification. It stood then for the classic shades and walks of the Elysian Fields, a famous and beautiful resort, situated near Castle Point, Palisades, whither the tired Manhattanite was wont to sail to refresh his perturbed spirit by nearer communion with nature. Then far away at the beginning of time, as Hoboken knew it, we come across the name in its unregenerate and aboriginal state, for at that early period the place was known as Hobocan Hackingh, which was Iroquois and Manhican for "the land of the tobacco-pipe." Darkness rested on both place and name for a number of years after Henry Hudson, in 1609, explored the shores of the river to be called after him. Then merchants from Holland began to arrive and simultaneous with the settlement of Manhattan Island the western shore of the river began to harbor other inhabitants besides warring Mingoes and Mohegans. So Hoboken issued from the dim antiquity of aboriginal America into the broad light of the white man's civilization. But many generations passed before Hoboken became an organized civic entity or other than a vague woodland region, known mainly to lovers and picnickers of New York on the other side of the Hudson.

Thus behind the prosaic veil represented by the industrial Hoboken of to-day there lies a stream of romance descending from an Indian childhood in the passage of time through green fields and primeval woodlands and cozy farm lands till the first factories of our modern era began to take the place of copse and green field. When the curtain first lifts on that Indian period, Iroquois, Mohegan, Mackwaes, Navesink, and Hackensacs, peopled the hinterlands on both sides of the Hudson, away to the Atlantic and deep into Long Island. When the first European explorer sailed up the river, Hoboken presented the appearance of an island. The bold promontory of Castle Point, with its white and green cliff, extended out into the river and sloped gradually back to the marshes that separated it from what we now call West Hoboken and Jersey City Heights. Through this marsh ran the Hoboken Kill, that on the occasion of a high tide overflowed its banks and completely inundated the adjacent swamps, rendering Hoboken in appearance a perfect island. It was very probably this green and white promontory that attracted the attention of Henry Hudson and his crew on their return down the river after their first passage upward. The reference in the journal of Robert Juet, one of the navigators of the Hudson, seems to make the locality quite clear. "Within a while," he writes, "after wee got downe two leagues beyond that place, and anchored in a bay cleer from all danger of them (the savages), on the other side of the river, where we saw a very good piece of ground, and hard bye it there was a

cliff, that looked of the color of a white green, as though it were either copper of silver myne; and I think it to be one of them, by the trees that grow upon it. For they be all burned, and the other places are as greene as grasse; it is on that side of the river that is called Mannahatta."

Heckewelder, writing in 1801, gives the following tradition, told him forty years earlier by an aged Delaware and Mohegan chief, concerning the first appearance of Europeans on the waters of the Hudson. The tradition is that while out fishing, a number of Indians described a huge monster swimming or floating on the water; they hastened to the shore and sent out runners to all their chiefs with news of the arrival of this strange object. The chiefs and warriors, assembling quickly on the shore, and long scrutinizing the apparition, inferred that it might be the canoe of the great Mannitto coming to visit them. Sacrifices were prepared and rites performed. When the strangers ventured on to the land they were given a reception. It is easy to imagine the curiosity aroused in the Red Men who must have regarded the strangers much as we would to-day regard visitors from another planet. The story goes on to say that one of the strangers after quaffing a drink from a flagon, refilled and offered the beverage to the chief nearest to him. The chief passed it to the next untasted and so it went along till an adventurous warrior, exclaiming that it was treating the strangers with discourtesy to refuse the proffered flagon, drained it and shortly afterwards fell down in a drunken stupor. On regaining consciousness the warrior described his sensations and said he had never had an experience of such happiness before. He at once sought for more of the magic flagon and the other chiefs went with him. So the Red Man on the Hudson became acquainted with the potent exhilaration of the white strangers that more easily than the passage of the Hudson was to be the passport to the Elysian Fields.

It has been said that the incident thus described gave to the place where it occurred the name of Mannahattanick or Mannahacktannink, meaning the "island of general intoxication," but out of it has arisen a wrangle among historians as to the application of the name of Manhattan, and the claim is made that Hoboken was the original Manhattan Island. Moulton, in his "History of New York," gives the honor of the name to Hoboken. Asher, however, in a footnote to his edition of Hudson's voyage, controverts the application. "Moulton," he says, "places this site near Hoboken, opposite New York. This opinion of the else so accurate historian is very improbable," and he adds that "the early chroniclers, as well as the early maps and views, agree in giving to that land (New York) the Indian name which it still bears; while the opposite shore, though, perhaps, also inhabited by the Manhattan tribe, is never called Manhattan. It had on the contrary an Indian name of its own, Hopaghan, now corrupted into Hoboken." However, again Heckewelder speaks up in favor of Hoboken, or the land of the western bank, as the original Manhattan of the Indians, and Gallatin, an equal authority, in his "Synopsis of the Indian Tribes," reiterates the Delaware tradition that Manhattan tribes first received the Dutch at Hoboken. The following is a quotation from Heckewelder: "By this time the chiefs of the different tribes were assembled on York Island and were counselling on the manner they should receive their Manitou." In the conflict of varying historical views it seems almost impossible now to decide where the original Manates of the natives were situated, though Hoboken likes to think that the major weight of opinion places it on the western shore. It is argued that Hoboken might well have been the original Manhattan Island of the aborigines, for its complete isolation at high tide must have been clearly apparent to the early



THE MEADOWS—HOBOKEN, 1860

voyagers up and down the river, while it would have taken a careful explorer, one who would have had to penetrate and follow up Spuyten Duyvil creek through its entire length, to determine the island character of New York.

In the early maps, within a very short period after the appearance of the Dutch, the name of Manhattan was exclusively applied to New Amsterdam, later New York, while the land on the opposite side of the river, in New Jersey, bore the name of Pavonia, and this brings us to a definite fact and date that stands out on the threshold of Hoboken history, for under the conditions stipulated by the Dutch Government that those who planted colonies of fifty adults would be entitled to sixteen miles of river front, provided they compensated the Indians properly for the land taken, one Michael Pauw, in 1630, obtained from the Indians, through the Director of the Council of New Netherlands, the right and title to the lands which now comprise Hoboken, and it would appear that it was after this Michael Pauw, one of the earliest directors of the West India Company, and the Patroon of the new colony, that the shore of New Jersey received its name of Pavonia. On Hudson's return to Europe the tidings of his discoveries had soon spread over Holland, and the glowing descriptions given of the newly discovered country, abounding in all kinds of valuable natural products, tempted the merchants of Amsterdam and other cities in the United Netherlands to fit out vessels and send them to this El Dorado of the Western Hemisphere. Numerous expeditions were dispatched, and settlements were made on the Jersey side as well as in New York. For many years the settlements continued mere trading posts, though documents addressed to the United Netherlands Government, shows that forts were built at an early date. In 1621 the States-General granted a charter establishing the Dutch West India Company, and this organization, in 1626, formally purchased from the Indians Manhattan Island, Staten Island, Hoboken, and some other places in the vicinity, paying for the first-named island, said to contain about 22,000 acres, the sum of sixty guilders, or about twenty-four dollars. They erected upon it during the same year a fort called "Fort Amsterdam" and established there the capitol or government of the province of New Netherlands. The grant to Michael Pauw, who was burgomaster of Amsterdam and lord of Actienhoven, which included what is now Hoboken, is the first recorded conveyance of land in the province of the New Netherlands. The patent is dated July 12, 1630, and the text has been preserved. Five years after the purchase the title became vested in the West India Company.

In the generations that followed, the times were troublous. There were Indian wars and troubles between the English and the Dutch, and the lands that comprised Hoboken had many owners—Hendrick Van Vorst, Aert Teunissen Van Putten, Nicholas Varleth, and the Bayards. William Bayard was the proprietor at the outbreak of the Revolution, and although he first sided with the colonies, he afterwards went over to the British, and even joined the King's army. In consequence, Bayard's Hoboken estate was confiscated by the State of New Jersey, and at the close of the Revolution it was sold at public auction. Colonel John Stevens was the successful bidder, and acquired the whole of Hoboken for about \$90,000, in the year 1784.

Colonel John Stevens may be called the founder of the modern city of Hoboken. He was born in New York in 1749, and died in 1838. Early in the last century, having purchased the ferry franchises to New York, he developed the Elysian Fields. The resort consisted of a series of walks and shaded foot-paths, starting almost from the ferry gates, some winding along the river bank, other skirting the hill known as Castle Point. Long avenues of trees

were laid out, and on holidays the place was thronged by Manhattanites. Its appearance in 1834 is thus described:

Built chiefly on one street, it contains about one hundred dwellings, three licensed taverns and many unlicensed ones, four or five stores, and between six and seven hundred inhabitants. It is remarkable, however, chiefly as a place of resort for the citizens of New York during the hot days of summer; the bank of the river is high, and the invigorating sea breeze may be enjoyed at almost any hour when the sun is above the horizon. In the walks along the river banks, over the grounds, and in the beautiful fields studded with clumps of trees and variegated by shady woods, the business-worn "Yorker" finds a momentary relaxation and enjoyment in the Elysian Fields, and the gastronomes, whether of the corporation of New Amstel, or invited guests, find a less rural though not a more sensual pleasure in the feasts of Turtle.

Under the code of rules formulated by the Knickerbocker Club, the first recorded game of baseball was played on the Elysian Fields of Hoboken on June 19, 1846. The New York Club defeated the Knickerbocker Club 23 to 1 in four innings.

Thirty-five years after Colonel Stevens had first laid Hoboken out as a town, the Hoboken Land and Improvement Company came on the scene. The company was incorporated by an act of the Legislature of the State of New Jersey, passed February 21, 1838, with power to purchase, improve, mortgage and dispose of lands and other estates in and about Hoboken, for the purpose of grading and laying out the streets and squares, erecting wharves, and similar work. On May 6, 1839, the heirs of Colonel Stevens conveyed the unsold property of the family to the company. The Hoboken ferries were taken over by the company. Up to 1811 the Common Council of New York had leased the ferry to different parties, although from 1784 John Stevens had been the owner of Hoboken. In 1802 he made known the fact that he had successfully applied steam as a motive power to navigation and he claimed that he was the first to do this. In April, 1811, he obtained a lease of the ferry and at once set out to complete his steam ferryboat. It was called the "Julianna," carried one hundred passengers, and bore the distinction of being the first ferry boat propelled by steam in the world. The Hoboken Land and Improvement Company took over the management of the ferries, the docks, and all the property of the Stevens family, the capital stock being taken by the heirs. The influence of the company in Hoboken was henceforth preponderating.

CHAPTER II.

THE TOWNSHIP OF HOBOKEN.

Before the early part of the last century Hoboken was a rural region on the western shore of the Hudson. Its area was largely farm land. Though white civilization had been resident on it for over two centuries the natural features of primeval America still dominated the tentative development and design of generations of settlers. The population was not large and it was scattered. The houses had become a predominant feature of the landscape, but they had arisen as the trees and rocks had arisen, haphazardly, and with no evidence of a general plan. Some of the residences were isolated, others chance had thrown together in neighborly clusters, and here and there the beginnings of broad thoroughfares might be seen. In April, 1814, Samuel Swartout and his brother Robert had purchased from John Stevens the marsh portion of Hoboken, which was later known as the "Coster Estate." They made a vegetable garden in the section and made an effort to reclaim a large portion of it. They met with indifferent success and in 1819 their mortgagee, John G. Coster, took

title to the tract. In 1860 Coster laid it out into building lots, according to a map made by Daniel and Austin D. Ewen, civil engineers, of New York.

Meanwhile the time had come when Hoboken had to be incorporated as a town. In 1843 that portion of Hudson county north of the New Jersey railroad had been set off and called North Bergen. Hoboken continued part of of this township of North Bergen until April 16, 1849, on which date it was organized as a separate township under the name it was henceforth to bear. The incorporation included Weehawken. The population had been gradually growing and when the question of incorporation was being discussed the area provided homes for over two thousand people. In 1850, shortly after the site had arisen to the dignity of a township, the population was 2,608. Not a large figure assuredly in over two centuries of growth—not a striking rate of increase in comparison with the growth of population that was to follow. But the ratio was in conformity with the rate of increase in other townships on the Atlantic border. The organization of the region into a town brought Hoboken to its period of adolescence. It attained to civic consciousness. It had assumed a corporate character. It could look back on a past and forward to a future big with promise. The civic consciousness led it to take pride in its history, and the people of Hoboken, particularly those whose families had early connections with the western shore, took pride in considering the early records. From 1849 to Michael Pauw and Pavonia represented more than two hundred years. Hoboken was then no arriviste, but one of the very oldest communities in the United States. Already at a very early date Hoboken was known by repute even in Europe. Thus in a manuscript without date, in the Royal Archives at the Hague, on the file entitled "West Indie, 1630, 1635," the land of "Hobokina," it was noted, was mentioned in connection with the Island of Man-Hattes, Fort George, and Staten Island, as being reserved by the Lords of the States-General. Hoboken, now a town, and aspiring to be a city, liked to think that such authentic witness to long descent existed.

In 1850 Hoboken, then an infant town, looked strong and rosy with a population of nearly three thousand. Its new clothes and civic dignity were agreeable to it and it began to thrive mightily. Five years later its population had more than doubled, and in 1855 it blossomed out into the full investiture of a city. The city charter bears the date of March 28, 1855, a proud date in Hoboken history. From that time on, Hoboken was never to look back. Beginning as a chartered city with fewer than seven thousand inhabitants, it was to increase henceforth in population at the rate of more than a thousand a year. Hoboken forty years later contained 270 acres of upland and 450 acres of meadow, of which about 200 acres of upland and 160 acres of meadow were built upon. Serpentine is the underlying rock of the Hoboken upland, while blue mud underlies the meadow. The borings taken from time to time through this mud indicated that it rested on a foundation of sand or gravel and that it gradually increased in depth easterly from the upland to the Palisades, being in some places over 100 feet deep. The surface of the meadow before the tides were cut off was about on the level of mean high water, but since the river to a certain extent had been kept off the meadow by gates and street embankments, the surface at that time had sunk from one and one-half to two feet below mean high tide.

By the years in the early nineties the meadow streets of Hoboken that had been graded were generally filled in to the height of about two feet above high water. The city was originally founded on the uplands bordering the Hudson river and west of the promontory known as "Castle Point," but

shortly after its incorporation it began to spread in a westerly direction over the swampland lying along the foot of the Palisades. The average altitude of the city relative to the high water mark is about twelve feet, while that of Castle Point is one hundred feet, and the top of the precipitous heights of the Palisades range, which bounds Hoboken on the west and north, and on which are located Jersey City Heights, West Hoboken and Weehawken, vary from one hundred to two hundred feet above the sea level. The uplands of the city, except Castle Point, vary from eight to twenty-five feet above high water. The soil is of a stiff, clayey nature, with no rock near the surface, except in the vicinity of Castle Point. The uplands of Hoboken, no doubt, originally formed an island which was cut off from the Palisades by the waters of the Hudson river for a width of about 1,550 feet. The depth of water in the channel of the Hudson, opposite Hoboken, is about sixty feet, the bottom being of blue mud, similar to that found underlying the Hoboken meadowland. The average difference between mean high and mean low water in the Hudson river at Hoboken is four feet and six inches. During northeasterly and westerly storms, and especially during high spring tides, the level of the water in the Hudson is several feet higher than mean high water, the greatest difference that has been noted being three feet nine and a half inches; that is to say, there have been times even at low tide when the water in the Hudson river has been nearly four feet higher than the surface of the meadows. There have been occasions when the water has risen more than three feet higher than mean high water, and, of course, at such times the water has been four feet and a half higher than the meadows, and one foot higher than the established grade of the meadow streets.

Weehawken separated from Hoboken, as Hoboken had separated from North Bergen, in 1859, and became a separate township. Its name is purely Indian and is said to mean "maize land." It is situated to the north of Hoboken on the shore of the Hudson and opposite New York. It has never quite lost its character as a suburb of Hoboken. But though small in area and not large in population, its extensive waterfront is lined with wharves, some of which can accommodate the largest ocean-going steamers. On a ledge below the crest of the Palisades is the famous duelling ground where the bloods of an earlier time once settled their quarrels. Certainly the high precipices of the Palisades in those days looked on many a tragic scene, where in the cold grey dawn human passion came to the rapier point or sought solution in the crack of the pistol. Now sentiment would have to look widely for haunts in modern Weehawken. The West Shore railways have their terminus in the township. It is served also by the New York, Ontario and Western; suburban electric lines are numerous, and it is connected by steam ferries with New York City. It looks extremely prosperous and up-to-date. Its river frontage extends a distance of one mile from Hoboken to West New York. It has all the conveniences of a large city—besides its fine river frontage, a perfect sewer system, an unlimited supply of pure water, electric and gas lighting, extensive trolley service, with transfer privileges to all points in Hudson county. Its transportation facilities by rail and water link up directly with all the great systems. Its population is commercially minded and has an international outlook. Every kind of industry is welcomed, and there is a disposition to seek development in silk and embroidery manufactures. The population grows in proportion with that of Hoboken, with which, in spite of its formal separation, it is indissolubly connected. The cities and towns between the Hudson and the Newark meadows constitute in reality one vast civic entity, and Wee-

hawken is nearer Hoboken than any of them. It is detachable only by the disentangling power of the mind. In function and reality the whole area operates as a unit and individual center of metropolitan life and industry.

Reviewing the story of Hoboken and looking forward to its future nearly thirty years ago, a prominent citizen of Hoboken thus wrote:

As a city Hoboken has existed less than forty years, having been incorporated in 1855. It then had less than seven thousand inhabitants. It grew in population steadily at the average rate of about one thousand a year. The population, according to the United States census of 1890, was 48,026. In the nature of things, because of its location and natural advantages, the city must continue to grow and prosper in the present decade in proportions greater than before. In schools, churches, public institutions and business enterprises, Hoboken manifests, perhaps, as many evidences of progress as any city of similar size in the country. There is excellent ferry service to the metropolis, an adequate and satisfactory water supply, good telephone and telegraph service, unexcelled street car conveniences, safe local bank facilities, and immediate railroad connection with New Jersey towns, as well as with the country-at-large, through the Delaware, Lackawanna and Western railroad. An important source of business revenue to the city is the traffic of the great ocean steamship lines, whose piers are situated along the Hoboken waterfront. The city boasts a splendid National Guard regiment, and well equipped police and fire departments.

Besides its well attended public schools, including a high school, Hoboken's educational spirit is manifested in an academy founded by German-Americans, in which, although the German character of the institution is not lost sight of, a wide curriculum of education from the kindergarten upward is afforded. Hoboken, however, is most especially proud of its great school of mechanical engineering known as the Stevens Institute of Technology, whose fame is as wide as the continent and is indeed not unknown among the learned in foreign lands. The Academy of the Sacred Heart for young ladies, and other Catholic schools, besides many private schools of a non-sectarian character, add much to the educational advantages of the city. Improvements of a public and private nature in Hoboken have progressed with marvelous rapidity during recent years. During the year 1891 nearly one million dollars' worth of buildings were erected in Hoboken. Public improvements kept pace with private enterprise, and work is still being done extensively in constructing and improving streets and sewers. A new post office, fire house, and police station were added to the city's facilities during 1892. The public officials are considering an extensive taking up and relaying of the pavement in the upper part of the city. The paving of these streets was originally done by private individuals prior to the dedication of the streets for public use. Improvements in the matter of street cleaning are constantly being perfected. The present street cleaning is done by the street commissioners, with men hired by the day.

Elsewhere the same writer adds:

We would make one brief suggestion, that as the different cities and towns lying between the west bank of the Hudson and the Newark meadows will very soon become incorporated in one vast city—what more appropriate name could it have than that given a prominent part of it by the aboriginal inhabitants, a name filched from it by its more populous neighbor, only to be shortly discarded for that of New Amsterdam, that in turn being displaced by New York—The City of Manhattan.

It is thus apparent that there was no lack of local patriotism in Hoboken in the early nineties of the last century and that the city was associated in the minds of its inhabitants with big ideas. Some of the suggestions are of a character calculated to make the New Yorker gasp. But who can doubt that the promise which Hobokenites foresaw thirty years ago has been largely fulfilled and that all that has hitherto been added to the development of the region is small compared with what the future has in store.

CHAPTER III.

HOBOKEN—THE MILE SQUARE CITY.

Commission Form of Government—The commission form of municipal government in New Jersey was provided for by the Walsh Act of the State Legislature in 1911, and the city of Hoboken adopted it in 1915. The plan

had worked well in other municipalities, though there were cases of municipalities, which, after giving it a trial, had reverted to the older form of government. The government of a city by a commission, instead of by a mayor and other city officials, was first instituted in Galveston, Texas, in 1901. Its usual form provides for the election of a certain number of commissioners from the city at large, who, in turn, elect one of their number to act as mayor and divide with each other the administration of the city departments. One commissioner may take charge of the police department, a second of the fire department, a third of the health department, and so on. A limited number of members of the Commission, usually only five, has been the customary practice, in order to concentrate responsibility of government. Another object in limiting the number of commissioners is to secure a short ballot. The Commission Government has added to it, in the case of some cities, the Initiative, the Referendum and the Recall. In some cases, no recognition is given to political primaries or political parties, candidates for the office of commissioner being nominated by certificate.

Hoboken Under the Old Régimé—Before the adoption of the commission plan, the legislative branch of the Hoboken government consisted of a mayor and a Board of Common Council, the latter being composed of ten members, two representatives from each ward, from which one was elected at the general election each year to serve two years. The term of the mayor was one year. The appropriations and all financial transactions were under the control of the mayor and council. They alone had power to issue bonds or certificates of indebtedness. The mayor had the veto power over all legislation and was *ex-officio* member of the various boards. The several boards received by monthly requisitions upon the mayor and council the funds for their respective departments. The appropriations for the support of all the departments were made annually by the Board of Tax Commissioners; two were elected yearly from each ward, each of them being required to be a freeholder and elector in their respective wards. The board fixed the amount of money to be raised by taxation for the current year for certain specified purposes. Among these purposes were the support of the fire department, the police, public schools, water department, repairing and cleaning streets, improving public grounds, lighting the streets and public buildings, erecting and keeping in repair such public buildings as might be needed for city purposes, militia, salaries of city officers, supporting the poor, and such other purposes as might be necessary to carry on the city government. The board met on the second Monday in May, in each year, and was required by law to file with the mayor and council its report on or before the first day of June. A confirmatory ordinance was then passed by the mayor and council, whereupon the Commissioners of Taxes and Assessments proceeded to apportion the amount appropriated upon the taxpayers. The action of this latter board was reviewed and, if necessary, corrected by a county board appointed by the Governor. All taxes were payable to the city collector, who was elected for a term of three years. He passed from time to time the moneys collected to the city treasurer, who was under \$200,000 bond. The treasurer was also elected and held office for five years. The auditing of the city finances was done by the comptroller. He was appointed by the Common Council for a term of three years.

According to the pre-commission plan the members of the Board of Health, Police, Education and Fire were appointed by the mayor and council. The mayor was president of the Police Board. He was not a member of the Fire Board. The trustees of the public library and commissioners of taxes were



THE SYBILLE GROTTTO OF HOBOKEN

appointed by the mayor alone. The Water Department was under the control of the water commissioners, which board was composed of five members elected for a term of five years. The chairman of the council was a member of this board. The water mains and appurtenances were managed as the property of the city, but the water was supplied by the Hackensack Water Company, under a contract of twenty-five years, which expired in 1922. Under this contract, house and other rates were provided for, to which was added five per cent. to pay the current expenses of the water board. All city improvements were done under the control of the mayor and council upon a petition of a majority of abutting land owners. These were carried out upon plans prepared by one of the city surveyors. The payments for such improvements were made by the issue of improvement certificates, which were finally redeemed out of the assessments collected from the property assessed. The assessments were proportioned by the Board of Assessment Commissioners, composed of three members appointed by the mayor and council, who held office three years. All assessments so made had to be confirmed by the mayor and council. The mayor and council had entire control over the finances of the city.

The Board of Police Commissioners, chief of police, and recorder had charge of the public peace and good order of the city, and it was their office to see that the laws and ordinances were properly observed and all penalties for transgressions thereof duly enforced. All of these officers except the chief of police were elected directly by the people. The Fire Department, under the township of West Hoboken, was controlled by a board of trustees, but after the incorporation of the city, the department went under the direct control of the council. The chiefs of police have been Charles A. Donovan (1866-1902), Patrick Hayes (1902-23), and Edward J. McFeeley, the present chief. There was no engineering department, but several city surveyors were appointed by the mayor and council for life, from which number selection was made by the mayor and council when such service was required. The institution of the commission form of government modified this general arrangement, though the broad features of the old plan of administration was necessarily retained.

The Board of Water Commissioners and Water Registrars had control of the water supply of the city. They were elected by the people and the commissioners served without salary. The chairman of the council was a member of the board. Hoboken was supplied with water from the Jersey City system prior to 1882. The first mains were laid in Hoboken in 1857. All the mains became the property of the city. The rates charged Hoboken by Jersey City for water thus supplied was ten per cent. higher than the rate charged to the consumers in Jersey City. In 1882 a contract was made with the Hackensack Water Company, which henceforth supplied the city. Hoboken is not unlike many of our western cities in the respect that it is situated upon a practically flat area, and as its water supply is drawn direct from different reservoirs, the elevations of which are one hundred and eighty and one hundred and ninety-four feet above tide, it means with mains of such diameters as would best insure low velocities and low friction losses that there should be no material variation in the water pressure throughout the entire city. The mains which connect with the reservoirs and which enter the city through Willow avenue and Park avenue, consist of a twelve-inch, a sixteen-inch, and a twenty-four inch, the combined capacity of which to the north line of the city is more than twelve million gallons per day. The combined capacity of the reservoirs located in Weehawken is 85,000,000 gallons. The water supply to the city is

still further guarded by the fact that three separate lines of mains, a twenty-inch, a twenty-four-inch, and a thirty-six-inch, connect directly the water company's main pumping station at New Milford with their reservoirs at Weehawken, and, as the mains are laid over different routes, it is quite unlikely that anything would happen that would simultaneously affect the three mains, or cause them all to be temporarily out of commission at the same time. The supply is drawn from the Hackensack river at New Milford, the daily flowage of which has for many years exceeded one hundred million gallons. The Hackensack river rises in the high grounds west of Haverstraw, flows south through an unpopulated country, and its volume is constantly being added to by numerous natural springs and brooks. Rockland lake is an important feeder and the Pascack brook is the principal tributary of the main river. On the Pascack brook the Hackensack Water Company completed an empounding reservoir, with a capacity of 835,000,000 gallons, the object being to store a sufficient supply to provide for a long period of dry weather. This reservoir is one and a half miles long, practically one-half mile wide; water at the dam, which is some 1,500 feet in length, is thirty feet deep. The watershed of the Hackensack river covers a drainage area of 114 square miles, all of which continued under regular and systematic inspection for pollution of any and all classes. In cases of pollution, where it was found impossible to secure abatements by the company, or through the local health boards, such cases were referred to the State Board of Health, the practice being to notify immediately the offending parties, fixing a limited time in which the pollution should be permanently abated to their satisfaction, any recalcitrancy being followed by a necessary participation in legal proceedings. The water furnished to the city began at an early date to be carefully filtered, rendering the quality practically pure and colorless, so that the citizens of Hoboken have from an early date been able to claim that for quality, abundance and potentiality of service their water supply was second to none in the State.

The Hackensack Water Company was formed a year before it began to supply Hoboken and it immediately began to supply the towns of Union, West Hoboken, Weehawken, North Bergen, Hackensack and adjoining places, as well as Hoboken, through more than fifty miles of pipe-mains. The principal works of the company were situated at New Milford, on the Hackensack river, about five miles above Hackensack, Jersey City drawing its supply from the Passaic river, near Belleville. The company when it began to supply this cluster of towns had a reservoir of three million gallons' capacity at Cherry Hill, two miles above Hackensack; another in Weehawken, about two miles north of Hoboken. At the latter point their high-service works were located, consisting of a brick tower one hundred and fifty feet high, supporting at the top an iron tank containing one hundred and fifty thousand gallons of water. This tower, as well as the whole works, were supplied with a complete outfit of the latest and most improved pumping apparatus made by Henry R. Worthington. The average daily draft of Hoboken shortly after the company began its supply was three million five hundred thousand gallons, West Hoboken and the town of Union together one hundred and twenty-five thousand gallons, Hackensack seventy-five thousand gallons, and of all other consumers two hundred and twenty-five thousand gallons. Needless to say, these figures grew in a short time to figures very much larger. The president of the company in the beginning was R. C. Bacot; the treasurer, W. W. Shippen.

The Hoboken Gas Company was organized in 1863, having its works on Willow street, between thirteenth and Fourteenth streets. From the date of

its organization it supplied not only Hoboken, but Union Hill and West Hoboken. In the early eighties it furnished an annual output of fifty-five million cubic feet of gas, the price ranging from \$2.25 to \$2.75 per thousand cubic feet. In the early nineties the company was furnishing annually about sixty-five million cubic feet of gas. The gas company passed through several reorganizations and is now part of the Public Service Gas Company, which supplies most of the northern part of the State of New Jersey.

The New York and New Jersey Telephone Company started business in Hoboken May 1, 1881, and at the end of a couple of years had one hundred and thirty-five subscribers. The average rate for each subscriber was then seven dollars and fifty cents per month. It had one hundred and five miles of wire in use, and employed two female operators during the day and one male operator at night. Three Williams improved switchboards were in use. The office was at 82 Washington street. The Hoboken telephone exchange is now located in a fine building at the corner of Park avenue and Seventh street.

Sewers and Drainage—Owing to the peculiar topographical position of Hoboken, the city had long a great deal of trouble with its sewers, and the problem of bringing the system to perfection proved a great perplexity. The tidal box drain system for the meadows cost the city a great deal of money without producing any results that could be called satisfactory. The box sewers were often out of order during heavy storms, and there was no escape for the sewage except by evaporation. The sewerage system on the uplands was quite efficient, but attempts to improve the drainage of the meadows did not for long prove successful, and an obstacle to its success was found in the opposition of the residents of the lowlands, although, it would appear, the residents of the upper sections of the city, though themselves satisfied with the system so far as it applied to them, were not unwilling to bear taxation for improving the lower sections. Things came to a head in the early nineties and Mayor Edward K. Stanton said in dealing with this important matter in his message to the Hoboken Common Council in May, 1892:

The residents of the highlands of the city do not realize the importance of this question and naturally they object to being burdened with an expense that is apparently destined to benefit only the lowlands. Being a resident of the latter locality, I am all the more fully acquainted with its needs and requirements. The people of that locality suffer because of the city's failure to provide proper outlets for all lateral sewers. Thousands of dollars have been invested by the people of the meadow districts in providing lateral sewer facilities, but they require and should have main outlet pump sewers. It is necessary and more apparent every day that speedy relief should be given in view of the rapid strides made in building up streets and populating the westerly portion of the city, especially when you realize that First, Second, Third, and Fourth streets are extended to the westerly boundary of the city, and vast tracts of meadowland have been reclaimed. The success attending the suggestion I made last year that the Delaware, Lackawanna and Western Railroad Company should pave the south side of Ferry street without expense to the city, convinces me that proper application and conference with the officials of this railroad on the subject of improving or reconstructing existing sewer outlets in the railroad basin would result in securing relief that would benefit all our people. Doctors, civil engineers, and other learned authorities on sanitary matters advise me that prompt action should be taken.

Action was taken and in the years that have followed, the sewerage system of the city has been gradually developed to a point more nearly approaching satisfaction. Expert engineers were employed and in a comparatively brief period the drainage system of the higher ground was made generally adequate to its purposes. The lowlands have all along proved a stiff problem, but modern sanitary methods have gradually secured the upper hand.

After the incorporation of Hoboken as a city and its gradual enlargement, the reclaiming of the marsh lands soon became a problem that engrossed the attention of the authorities, it being necessary to fill these low and wet surfaces with wholesome earth before buildings could be erected or streets made. The reclamation of the uplands was a comparatively simple affair, because it could be easily effected by tidal sewers, that is, by sewers built on such a grade and at such elevations above low mean water that they would freely discharge their contents directly into the tidewaters. The drainage of the marshlands proved a much more intricate problem. They are a formation of blue clay or silt, the depth in places being over a hundred feet, with a crust of matted stems and roots about five feet thick, continually in process of accumulation. They lie east of the Palisade Ridge and are separated, for the most part, from the river by a knoll comprising the uplands of Hoboken (including Castle Point), extending north and south about one and a half miles, with a width of one-half mile.

The earliest drainage map of these marshlands was made by civil engineers Bacot and Post, on February 1, 1866, who proposed to have lain sewers running east and west in Ferry, First, Third, Tenth, and Fifteenth streets, and discharging at low tide into the Hudson river. By an act of the Legislature in 1866, a commission of three gentlemen from Hoboken and two from Weehawken were appointed to take charge of the drainage of these lowlands. Supplements to these acts were passed in 1867, 1868, and 1869. In April, 1869, William Hexamer, as secretary of this commission, reported that about three miles of box sewers and ditches had been built, principally in Ferry and First streets, two main sluices, one gate on Ferry street, various sewer connections and repairs, and 4,369 cubic yards of filling on the old line ditch. The next important map in connection with the drainage of these lowlands was made by William Hexamer in 1869. Mr. Hexamer proposed a plan for dividing the city into three districts, with main sewers in Ferry, Third, and Thirteenth streets, running from the westerly boundary of the city to the Hudson river. Except that he reduced the mains from five to three, Mr. Hexamer's plan in 1869 was practically identical with the plan of the civil engineers Bacot and Post in 1866. Only one of the three main sewers proposed by Mr. Hexamer was built, namely, that in Third street, which extends from the Hudson river to Adams street, and receives the drainage of the sewers in Garden street, Park avenue, Willow avenue, Clinton street, in Grand and Adam streets, and on incoming tides deposits their contents on the back meadows at Monroe street. In 1870 the council directed Arthur Spielmann to prepare a plan for a sewer in Ferry street from the Hudson river to the westerly boundary of the city, and to submit a report and estimate regarding the entire plan. On February 14, 1871, this plan with the report was submitted. The estimated cost of the sewer was \$130,000. Mr. Spielmann in his report most emphatically advised the council not to build the sewer, because it would fail to answer the purpose for which it would be constructed. He called the attention of the council to the utter inefficiency of these tidal sewers and claimed that there was only one way of properly draining these lowlands. First, by raising the grade sufficient to give good drainage. Second, by making the reservoirs and forcing the drainage matter out into the river by means of steam pumps.

The first method he found impracticable on account of the expense that would be incurred from the amount of filling required, and also the cost of raising most of the houses already built. The second method he recommended



THE DOCKS OF THE STEAMSHIPS OF THE "NORTH GERMAN LLOYDS" AND "HAMBURG-AMERICAN PACKET COMPANY," AT HOBOKEN, N. J., FOOT OF THIRD STREET

NEW YORK, SATURDAY, OCTOBER 30, 1858.

as being much cheaper and entirely practicable. In accordance with this report the Ferry street sewer was not built, but from that time on the propositions advanced by him were most earnestly discussed. Several acts were passed by the New Jersey Legislature in relation to the drainage of these lands, but not a great deal was done. The report in 1874 of James P. Kirkwood, a hydraulic engineer of high repute, is one of the most valuable records, in many respects, in the possession of the city. He decided that the drainage of these lands must be done by pumping, and after giving his reasons, he arrived at the conclusion that when the lowlands were all graded and built upon, it would be necessary to provide the following pumping capacity for the heaviest storms, which, it is true, occur only a few times a year, but which, nevertheless, must be provided for: 78,856,000 gallons in twenty-four hours for the district south of Eighth street, and 54,634,000 gallons in twenty-four hours north of Eighth street, a total of 134,500,000 gallons per day, and for the maximum flow of sewage proper, exclusive of storm waters in each twenty-four hours, he estimated 4,000,000 gallons per day in the district south of Eighth street, and 2,650,000 gallons per day in the district north of Eighth street, a total of 6,650,000 gallons per day.

It would not be necessary, Mr. Kirkwood believed, to make provision for this flow at the time of his report, because of the ungraded condition of the lots and streets; and the fact of their being only partially occupied would greatly diminish the amount of water and sewerage which would have to be provided for within a given time. He believed that if provision was made south of Eighth street for 26,000,000 gallons per day of storm waters, and north of Eighth street for 18,000,000 gallons per day, or a total of storm waters at that time of 54,000,000 gallons per day, it would be sufficient; while for the sewerage, 2,000,000 gallons per day for the district south of Eighth street, and 1,325,000 gallons per day for the district north of Eighth street, or a total of 3,325,000 gallons per day of sewerage flow, would be ample.

The first application of the pumping system on these meadows was carried out under the acts of 1873-74. A nine-inch pump was set to work in Meadow street, now Park avenue, between Ferry and First streets. It was found that all the water south of Third street could be easily controlled by the pump except during time of storms. A number of bids were also received for building the sewers and for furnishing the pumps and pumping stations. For six months the practicability of the pumping system was again tested, a number of property owners erecting at their own expense a six-inch pump in the southwestern section of the city on one of the worst portions of the marshlands. By pumping about twenty minutes every two hours all the water from an area of about twenty-five acres was removed except during storms.

The mayor and council in May, 1881, invited Spielmann and Brush, civil engineers, to submit plans and report on the meadow drainage. These engineers went over the problem again and made various recommendations. Their summing up came to something like this: "In a word, a proper tidal system of drainage for the marshlands when built upon (exclusive of the cost of the sewers, which we estimate at \$700,000), will require a preliminary expenditure of at least \$3,000,000, or \$180,000 per annum; while a complete pumping system will require a preliminary expenditure of \$150,000, or \$30,000 per annum." Hardly any attempt was made, however, to act under these suggestions, and the sewers continued to be constructed as they were petitioned for by the property owners, connections with the old sewers being made as well as the circumstances in each case would allow.

Writing in 1884 on the general condition of the drainage and sewerage question in Hoboken, one authority says:

There are six sewer outlets from Hoboken; two of these main sewers are of wood, about four feet square, and lie in and are intended to drain only the meadow lands; one is a large brick sewer which is very deep and is intended as an outlet for lateral sewers on the upland as well as for draining the meadows; the other three main sewers all drain the uplands. All the meadow sewers are unsatisfactory. The upland sewers are efficient. The tidal box drain system for the meadows has already cost the city during the last fifteen years about one hundred and fifty thousand dollars. They have proved to be simply elongated cesspools, which retain all the refuse drained into them. They are almost entirely useless in times of heavy storms. Sometimes they are tidelocked for days together, and there is no escape for the sewage except by evaporation. There is seldom any escape for the refuse except by putrefaction. A careful examination of health statistics in 1875 showed the death rate on the worst portion of the meadow districts to be thirty-seven per thousand annually, while on the better portion of the upland it was only twenty per thousand. Earnest and repeated efforts during the last twelve years to introduce a low level system of drainage on the meadows were unsuccessful notwithstanding the fact that the practicability and economy of a pumping system has not only been demonstrated in other cities, but in certain portions of this city as well. The more intelligent portion of the community, as well as the majority of the landed interest, has strongly advocated the low level system, but it has been invariably defeated by those who are the greatest sufferers from the present condition of affairs, to wit: those living in the meadows.

In 1890 Thomas H. McCann, city surveyor, and Alphonse Eteley, chief engineer of the New York Aqueduct Commission, were employed by the mayor and council to prepare plans for and report concerning this question of drainage and sewerage, which had agitated opinion from the time when Hoboken's peculiar situation and the character of the ground on which it was situated were first generally understood. A practice of over twenty years in the city, together with professional study and examination of the modern methods employed in this country and abroad in the solution of similar troubles in draining lowlands, enabled Mr. McCann with the coöperation of Mr. Eteley, to give an exhaustive report on the evils and their remedies. He submitted two complete plans showing the proper sized sewers in every street, and all the technical information relating thereto, for the guidance of the council and other officials. The first plan, and the one he most strongly represented, was based on the pumping system. He arranged first of all to exclude the sewerage of the uplands entering the sewerage of the lowlands. Then by cutting off the tide from the lowland sewers, they were to empty into two wells, one at Fifteenth street and the other at Clinton, near Ferry street. Pumps were to lift the rain water and sewage and discharge it into the Hudson river. His estimate of the cost to build the necessary preliminary sewers and pumps to drain all the land south of Eighth street was one hundred and ten thousand dollars (\$110,000), and the amount of annual cost to operate the pumps was fifteen thousand dollars (\$15,000). As there seemed to be in Hoboken—as has always been found to be the case in every city in the world where improved and expensive methods of draining have been introduced—opposition on the part of certain property owners to the pumping plan, Mr. McCann advised the mayor and council that as long as the sewers were constructed on the tidal system, they should follow the details set forth on the second plan for tidal sewers, which he submitted. On this second plan was shown large outlets in Ferry, Fourth, Eleventh, and Fifteenth streets, together with all the necessary future sewers.

Sanitary Conditions—Particular attention has been paid to sanitary conditions in Hoboken from an early date. In 1879 the New Jersey State Sanitary Association selected Hoboken as a city peculiarly well-fitted for deter-

mining the effect of soil, contour, and drainage on the death rate. An entirely original and exhaustive examination was made, from which the following facts were ascertained. The examination was confined to the year 1875, that being the latest census year and the first complete year of the Hudson County Board of Health. No deaths were considered except in the case of those who had previously resided in Hoboken; all decedents from the public hospitals, formerly non-resident, were omitted. The general death rate in the United States in 1870 was 21.60 per 1,000; New York City in 1875, 29.47 per 1,000; Hoboken in 1875, 27.80 per 1,000.

The death rate per thousand living at certain ages of life were given as follows: United States—under one year, 170, between one and five years, 35, between five and twenty-one years, 7.10, over twenty-one years, 20; New York—under one year, 307.4, between one and five years, 63, between five and twenty-one years, 8.2, over twenty-one years, 22; Hoboken—under one year, 139, between one and five years, 58, between five and twenty-one years, 7.8, over twenty-one years, 19.30. It was found that before the influence of soil and drainage upon the death rate could be ascertained, there were certain elements in relation to the population which would have to be considered and among these were, first, the age distribution, and, second, the nationality. The tables roughly showed that one-half approximately of all deaths occurred among children under five years of age, being 56.30 per cent. in Hoboken, 48.40 in New York, and 41.40 in the United States, while the proportion of children under five years of age to the total population was 18.10 per cent. in Hoboken, 12.20 per cent. in New York, and 14.30 per cent. in the United States.

The method and calculation used in getting at these elements seemed to indicate that the death rate among the native-born population of Hoboken was forty-two per thousand, and among the foreign-born population from twelve to sixteen per thousand. While the data given in the tables was in accordance with the facts, it was, nevertheless, considered that the judgments they invited would have been quite misleading. It was, indeed, from such tables as those that the false notion was built up that the native-born population was decreasing and that to the continual influx of people from abroad with their larger families the increase in our population was mainly due.

It was then recalled that the ages of nearly all the immigrants ranged from five to fifty years, between which ages the rate of mortality was in the minimum. Thus out of the foreign population of 444,166 in the city of New York only 2,891, or three-fifths of one per cent., were under five years of age, and about ten per cent. If, it was argued, the children of these immigrants were all ranked as natives, then the deaths among these children were charged to the native population. The consequence was that the native population was charged not only with the deaths among its own numbers and its own children, but also with the deaths among the children of the newly arrived population. In cities where there was a large foreign element as in Hoboken, the effect of this improper distribution was very marked, eighty-five per cent. of the total population being of foreign parentage, and, as was seen, fifty-six per cent. of all the decedents being under five years of age.

The census of New York at that time illustrated the error likely to arise from that calculation by nativity in a striking manner. Thus the number of native-born married women for a certain year taken at random was shown to be 54,734, and of native-born children, under five years of age, 123,962. The

number of foreign-born married women was found to be 124,989, and of foreign-born children under five years of age, 2,889.

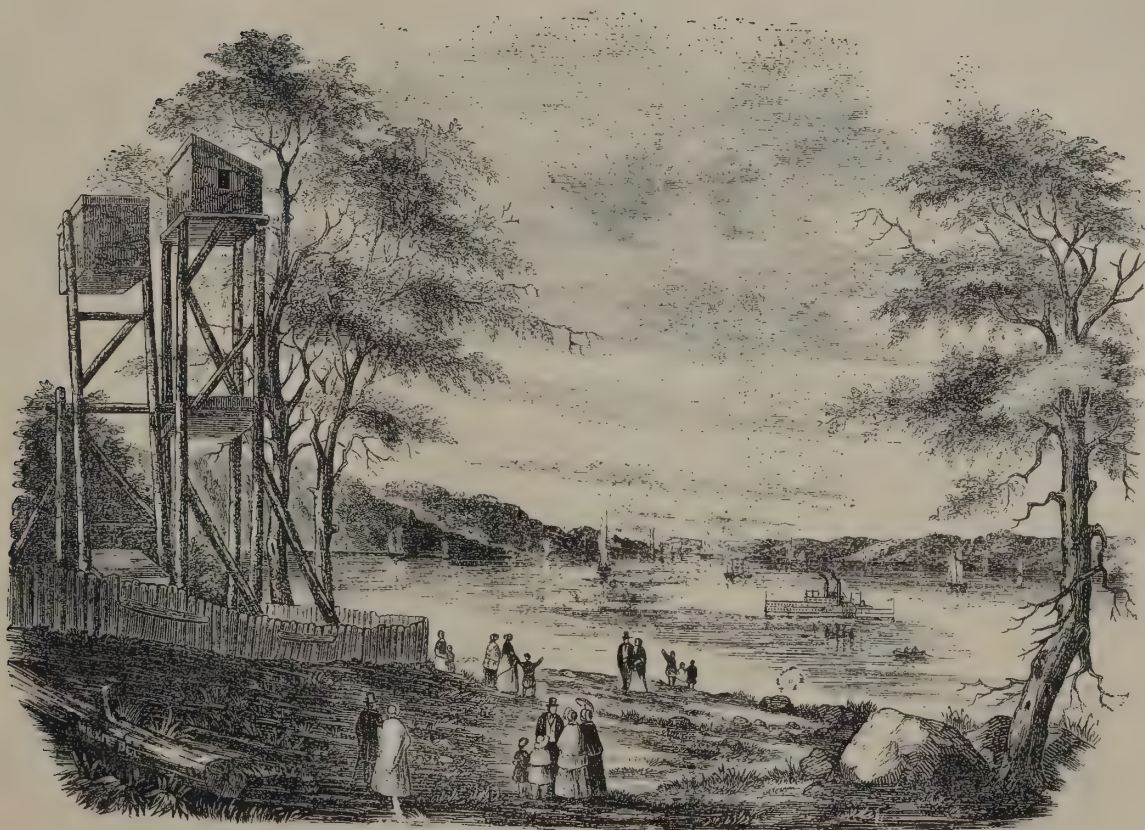
Another method of determining the effect of nationality upon the death rate was to consider the parentage of the population. The results indicated that between specified ages the death rate in each case was smaller among those of native than among those of foreign parentage, and the census of Massachusetts was corroborative of this. It said, following on a study of similar tables:

From these considerations the conclusion is inevitable that notwithstanding the remarkable fact that the births among the native or American born, constituting 79.05 per cent. of the total population of the State, are at present annually exceeded by the births among the foreign born, constituting 20.95 per cent. of the total population, the native element is constantly growing in numbers owing to the relatively less mortality of those of early age.

Other tables seemed to account for an excessive death rate among those of foreign parentage. It was recalled that the mere fact of immigration aggravated the tendency to disease due to failure in acclimation. The following at that period was found to be the average number of persons living in each dwelling in Hoboken as compared with other cities: Hoboken, 9.10; New York, 14.72; Boston, 8.46; Philadelphia, 6.01; Jersey City, 8.37; Toledo, Ohio, 5.20.

Until 1891 the health of the city of Hoboken was in the care of a committee of the council, but its powers were subordinate to those of the Board of Health of Hudson county. The Board of Health of the city of Hoboken was created by an ordinance of the Common Council, under the laws of 1887, chapter 68, and organized after the appointment by Mayor Stanton of the following named citizens on June 11, 1891: John Tallon, Stephen Isola, L. V. Hengstler, and Palmer Campbell. A sanitary code was passed, which is a complete codification of the ordinances of the board, regulating the public health in accordance with the ordinance creating the board. Under this code the board was given power to prevent the adulteration of food and drink, and the sale of unwholesome food; to define and declare nuisances; to use all means to prevent the spread of contagious diseases; to regulate control or prohibit the keeping or slaughtering of all kinds of animals, and to remove all kinds of nuisances detrimental to health, to complete sanitary statistics; births, deaths and marriages; and to control and regulate the sanitary conditions of tenement houses and other buildings, public or private. The board made house to house surveys, taking cognizance of all nuisances and causes of ill health, and as far as possible had the nuisances abated. They began moreover to look into the problem of sewerage and drainage, which was forced on them in their endeavor to abate nuisances which were found to exist by reason of the bad condition of the sewerage system.

City Officials—In the preceding pages we have aimed at giving a bird's-eye view of Hoboken as a village community, as town, and as city, outlining the civic history from the early date when the first European explorers and settlers reached a *modus vivendi* with the aborigines of the western bank of the Hudson, bringing down the view of the city and its public franchises to the present day. We shall complete this part of our review with an enumeration of the city government officials at the time of writing, with the names of some of their predecessors. Hoboken has had a long history and on the whole her officials have served her well. Under the commission form of government, the responsibilities and offices of these officials have not materially changed—



VIEW OF HUDSON RIVER, FROM ELYSIAN FIELDS, HOBOKEN, NEW JERSEY

SATURDAY, MARCH 4, 1854.

Incipient Ferris Wheel

the development has only been in the method of their election and appointment. In the view of most of the citizens of Hoboken the commission plan has worked well.

The chief officers of the city government of Hoboken are: The mayor, the city clerk, board of tax commissioners, the city tax assessor, collector of revenue, city treasurer, corporation attorney, and police and fire commissioners. The following is an enumeration of the officials (1923):

Mayor and Director of Public Affairs, Patrick R. Griffin; commissioners, Gustav Bach, James H. Londrigan, Bernard N. McFeeley, and Harry L. Schmulling; secretary to the mayor, William H. Gilfert.

Board of Assessors—Director, Patrick R. Griffin; Assessors, Julius H. Kruse, August Koenig, Edward Borrone, Walter Carling, Charles Serventi; Chief Clerk, Peter J. Murray.

Board of Health—Health Commissioner, Joseph F. X. Stack; Chief Inspector, William Londrigan; Milk and Food Inspector, Julius Hoffman; Sanitary Inspector, Frank G. McGinty; Inspectors, Louis Rossi, and Edward Gillander; Nurses, Anna Stack, and Mary Gardner; Chief Clerk, John Meronio.

Department of Charities and Corrections—Overseer of the Poor, Harry L. Barck; Physician, Aaron Friedman.

City Hall—Custodian, Thomas F. McLaughlin; Janitor, Lawrence Prendergast; City Clerk, Daniel A. Haggerty; Deputy City Clerk, Edward G. Coyle; Coroner, Charles Hoffman.

Department of Revenue and Finance—Director, Gustav Bach; Assistant Director, Edward Hunter; Clerk, William J. Field.

Comptroller's Department—Assistant to Comptroller, Frederick Kaufman.

Collector of Revenue—Assistant Collector, William Reynolds; Chief Clerk, John P. Halloran.

Department of Water Taxes—Registrar, Richard F. Buckley; Clerks, John Field, Albert Podesta, Henry Martini.

Treasurer's Office—Assistant Treasurer, Edward Hunter.

Department of Streets and Public Improvements—Director, James H. Londrigan; Street Commissioner, Frederick Anderson; Secretary to Commissioner, Gerald Haggerty.

Department of Public Safety—Director, Bernard N. McFeely; Secretary, Mark L. Ryan; Inspector of Buildings, Joseph H. Cummings; Inspector of Weights and Measures, Daniel J. Gray.

Police Department—Chief, Edward J. McFeely; Inspector, Daniel J. Keily; Surgeon, William J. Arlitz; Bertillon Expert, James F. Lavezzo.

Fire Department—Chief Engineer, John J. Gilday; Assistant Chief Engineer, Andrew W. Keller; Battalion Chief, Michael Kennedy; Inspector of Telegraphs and Telephones, John Regan; Chief Clerk, Patrick A. Foley; Inspector of Motor Vehicles, Frank Drewes; Mechanician, Frederick Schaaf; Relieving Captain, Dennis O'Leary; Chaplains, the Rev. Charles T. McDaniel, the Rev. Edward Bigley.

Department of Parks and Public Property—Director, Harry L. Schmulling; Superintendent of Parks, Louis Bender.

Courts—District Court, City Hall—Judge, Willcon J. Hanley; Clerk, Harry Bennett. Recorder's Court, City Hall—Recorder, Adolph C. Carsten; Clerk, James J. Haw.

Legal Department—Corporation Attorney, John J. Fallen; Assistant Corporation Attorneys, Horace L. Allen, William A. Kavanagh; Stenographer, Mortimer Mortensen.

Free Public Library—Under the direction of the Department of Public Affairs. Patrick R. Griffin, Commissioner; Thomas F. Hatfield, Librarian.

Board of Education—Members—President, James P. Laverty; Vice-President, Cornelius F. Fitzsimon; Richard J. Butler, J. Henry Koenig, Stephen F. Hackett, Theodore Taistra, John F. Zatta, Morris Druz, William J. Duffy; Superintendent, Daniel L. Kealey; Business Manager, Arthur Clayton; Assistant Business Manager, Frederick Steigleiter; Secretary, John F. Lewis; Custodian of School Moneys, Gustav Bach.

Post Office—Postmaster, August Graf; Assistant Postmaster, Michael F. Burgor; Superintendent of Mails, Michael J. Griffin; Assistant Superintendent of Mails, Martin Huhn. Railway Mail Service—Samuel J. Hixson, Clerk-in-charge.

The following is a list of mayors of Hoboken since its formation as a city:

Cornelius V. Clickner (1855-56); Franklin B. Carpenter (1857 and 1859); George W. Morton (1858); John R. Johnson (1860-62); Lorenzo Elder (1863); Charles T. Perry (1864); Frederick B. Ogden (1865-66); Frederick W. Bohnsted (1867-68); Hazen Kimball (1869-1870); Frederick H. Schemersahl (1871-72); Peter McGavisk (1873-74); Joseph Russell (1875-77); E. V. S. Besson (1878-79 and 1881-82); John A. O'Neill (1880); Herman L. Tim-

ken (1883-86); Edwin J. Kerr (1886-88); August Grassmann (1888-91); Edward R. Stanton (1891-92); William H. Ellis (1892-93); Lawrence Fagan (1894-1901); Adolph Lankering (1901-06); George H. Steel (1906-10); George Gonzales (1910-12); Martin Cooke (1912-15); Patrick R. Griffin (1915-24). Patrick R. Griffin, mayor, and Gustav Bach, James H. Londrigan, Bernard N. McFeely, and Harry L. Schmulling, commissioners, elected under the commission form of government in 1915, were reëlected in 1919 and 1923.

The Hoboken postoffice, growing with the growth of the city, entered newly erected quarters in May, 1893. At that time the postmaster was Cornelius Kiel, receiving his appointment in 1889, under President Harrison. Mr. Kiel extended the free delivery system in the city, increasing the force by five carriers and two clerks. He also arranged for the dispatch of foreign mails direct to outgoing steamers, thus saving the delay occasioned by sending them through New York. The new postoffice building is located on River street and Newark street, making it convenient of access for the commercial and general public. The erection of the building was begun in the autumn of 1891, and the amount expended in its construction was \$75,000.

The Hoboken postoffice was originally located at No. 60 Washington street. In the early eighties a rough estimate shows an average something like this: Annually 2,000,000 pieces of mail matter were handled. The income was about \$16,000; the expenses, \$8,500; foreign money orders, \$45,000; domestic money orders, \$52,000; payments, foreign and domestic, \$50,000. The volume of business transacted during 1892 showed a considerable increase: Receipts, \$35,423.88; expenditures, \$21,735.65; amount sent to United States Treasurer, \$13,688.23; domestic money orders issued, 3,200; domestic postal orders issued, 2,000; foreign money orders issued, 9,000; domestic money orders paid, 2,000; foreign money orders paid, 1,100; domestic postal notes paid, 1,500. These figures were based on an estimate of the business done during the busy season. Fifteen carriers were employed for general delivery in that year, and it was at that time that a working schedule was made out to make it possible that the employees should work only eight hours per day. In the special delivery department 3,175 pieces were received, a large number for the Hoboken office at that time, as only one carrier was provided for the work. The practice of counting the mail was discontinued at that time, except in the case of special delivery packages.

CHAPTER IV.

HOBOKEN AS OCEAN TERMINAL.

If Hoboken is a name known in the farthest confines of the rest of the world, if the children of Poland have heard of it and the old men of Jugo-Slavia attempt to write it, that fame is directly due to the fact that Hoboken is not merely a city, but the port of entry to a continent. From her extensive waterfront the largest and swiftest ocean vessels of the world move out each week to the four corners of the earth. A large share of the development of Hoboken is due to the presence on its waterfront of the trans-Atlantic lines with their vast requirements, the tremendous ebb and flow of commerce which they occasion, and the ever-flowing stream of new blood and new ideas that are poured into it. Hoboken is an important neck or strait between oceans. Through it an entire half of a hemisphere pours its freight eastward. Through it again the continents of the Old World pour their humankind and their merchandise westward. Little wonder if, in the vision of the future, loyal Hobokenites glimpse a city that will rise above the waters of the Hudson in a



RIVER WALK—FIFTH STREET, HOBOKEN, 1865

strength and grandeur to which the city of the present stands merely as a symbol and prefiguration.

Hoboken's career as a trans-Atlantic port of entry might be said to begin on the day when Hendrick Hudson in the "Half Moon" first anchored off her shore in 1609. But this would be going into the mythological age of Hoboken. The particular date of Hoboken's entry into the trans-Atlantic trade began, for all modern purposes, when the Hamburg-American steamship line established itself on her waterfront in 1863. From that event the growth of the city's coastline commerce has been remarkable. The Hamburg-American Packet Company was established in 1847 and from the beginning began to make records that have been closely identified with the development of intercourse and commerce between the United States and Europe. When it had been established at Hoboken thirty years, the records showed that in that period the company had carried over two million passengers. Its fleet then consisted of fifty-five ocean steamers, as follows: Twin-screw express steamers, 10,000 to 12,000 tons and 13,000 to 16,000 horsepower—"Augusta-Victoria," "Columbia," "Normannia," and "Furst Bismarck." Other steamers—"Bohemia," "California," "Dania," "Europa," "Gellert," "Gothia," "India," "Italia," "Moravia," "Rhaetia," "Rugia," "Russia," "Scandia," "Suevia," "Wieland," "Polaria," "Polynesia," "Slavonia," "Albingia," "Allemannia," "Ascania," "Australia," "Bavaria," "Borussia," "Cheruskia," "Colonia," "Croatia," "Flandria," "Francia," "Cheruskia," "Galicia," "Holsatia," "Helvetia," "Hungaria," "Markomannia," "Rhenania," "Saxonia," "Teutonia," "Thuringia," "Valesia," "Venetia," "Virginia," "Wandrahm," "Steinhof," "Stubbenhuk," "Pickhuben," "Grimm," "Baumwall," "Cremon," "Kehrwieder," "Grasbrook"—and with these steamers the Hamburg-American Company maintained the express service between New York, Southampton, and Hamburg; regular service between New York and Hamburg direct, returning via Havre; Mediterranean Express Line; New York-Gibraltar, Naples-Genoa; Baltic Line, between New York, Copenhagen and Stettin; Hamburg-Baltimore Line; Hamburg-Antwerp-Montreal Line; Hamburg-Boston Line; Hamburg-Philadelphia Line; Hamburg-St. Thomas-Venezuela Line; Hamburg-Porto Rico-Colombia Line; Hamburg-Aspinwall Line; Hamburg-Hayti Line; Hamburg-Havana Line; Hamburg-Mexico-New Orleans Line, and two intercolonial lines from St. Thomas. Its express steamers, plying between New York, Southampton and Hamburg, were acknowledged to be the finest in the world, and made it possible to reach England, and the European Continent with complete safety, and with a speed and a degree of comfort up to that time unattainable.

The great twin-screw steamers of the Hamburg Line, with which it had at that time inaugurated its express service between New York, Southampton and Hamburg, from the start attracted general attention in Europe and America for their construction and speed. The twin-screw system, and with it the division of the ship into halves, each equipped with a complete set of machinery, was regarded as a masterpiece of engineering at that time and proved an immense step forward from the point of view of trans-Atlantic travel.

The first ship of the new service was the "Augusta-Victoria," the construction of which had been entrusted to the Vulcan Shipbuilding Company in Stettin. The success of the "Augusta-Victoria" was immediate. On her first voyage from Hamburg to New York she made the fastest maiden trip on record. The "Columbia," the second twin-screw steamer, an exact counterpart

of the "Augusta-Victoria," was built in the yards of Messrs. Laird Bros., in Birkenhead, on the Mersey. The third twin-screw steamer, the "Normannia," corresponding in most particulars with her predecessors, was constructed by John Elder & Company, in Govan, Scotland. The construction of the fourth, of what were in those days leviathans, the "Furst Bismarck," was entrusted to the Vulcan Company, in Stettin. The "Furst Bismarck" proved to be the fastest ship afloat sailing between the continent of Europe and America. To begin with, she made the quickest maiden trip on record, beating all the "ocean greyhounds" of other lines, later reducing the passage across from Southampton to six days eleven and three-quarter hours (equal to five days twenty hours from New York to Queenstown), and passengers from this steamer were landed in London in the short time of six days fifteen hours from New York, including necessary delays in passing the customs in Southampton—a feat till that time unequalled. The steamers of the Hamburg-American Line, particularly the twin-screw steamers, became great favorites with the travelling public, so that there was great competition for accommodation. The problem which the owners and designers aimed at solving in building these vessels was to produce ships which would furnish absolute safety at the maximum of speed. The result was seen in steamers that were models of marine architecture, beautiful in outward aspect in addition to the practicality of their arrangements.

Up to the advent of these superb models in ocean craft, forerunners of the still larger vessels, with which the ocean-going public are now familiar, a steamer had simply its boiler and engine, its shaft and screw. These more developed vessels had their entire working machinery duplicated. In them there were two distinct sets of boilers, two engines, two shafts and screws, both sets working independently of each other, and separated by the solid longitudinal bulkhead running from the keel to the upper deck, and dividing the vessel into two non-communicating halves, of which each was fully equipped to propel the ship. This is the great principle of the twin-screw steamers, and the great degree of safety secured by this principle is obvious, for an accident to one side of the ship can in no wise affect the other, the machinery of which can continue to work and propel the ship with perfect ease. Thus also the delay and inconvenience consequent upon a breakdown—which, with our large modern steamers and their highly developed engines, is reduced to a minimum of hazard—are done away with, for one set of machinery may run uninterruptedly while the disabled set is being repaired. Each side of the ship is again sub-divided into numerous water-tight compartments which do not communicate with each other, so that anyone passing from one compartment to another must ascend to the main deck. The hull of the ship has a double bottom, the space between being divided, after the Bracket system, into chambers, which can be filled with water or emptied by means of automatic pumps, thus increasing and decreasing the draught at will, and guarding against accidents from grounding. The engines of 6,500 to 8,000 horse-power each, making a total of 13,000 to 16,000 horsepower, were of the triple expansion type, and constructed of the finest steel obtainable. They were, as has been stated, entirely separated from each other, and each set was capable of propelling the ship at a high rate of speed.

There were in these first trans-Atlantic vessels of the giant type nine main boilers, in three groups of three each, and each group, together with its coal supply, was placed in a separate water-tight compartment, so that even if two

of the boiler compartments should be flooded, the boilers in the third compartment would be able to keep one of the engines working. These steamers had two keels, one on each side, which had not only the effect of lessening the draught, but also to a great extent prevented the rolling motion, thus tending to keep the screws always under water and increasing the speed. The rudder was of large size and of new and improved shape, and so connected with the steam steering gear that the maximum of ease and rapidity in maneuvering was secured; moreover, if ever the rudder should become unmanageable or be lost, the ship could still remain under control, its course being readily directed by the independent action of the twin screws. To provide life-boats on such steamers seemed at that time hardly necessary, the guarantees of safety appearing almost complete. Nevertheless, they carried ten of the largest Francis patent life-boats, and the Andrews patent machinery was adopted for lowering them in heavy seas.

These steamers were, of course, a great advance in the latest decade of the nineteenth century and they naturally took first place among all the vessels plying the trans-Atlantic trade. Great efforts were made to make records in speed and numerous records were made, later to be beaten by the giant vessels that were launched preceding the World War. The records were chiefly attempted between New York and Southampton. The landing arrangements at Southampton are considered superior to the arrangements in any other port in England, the trains starting from the docks and the Hamburg-American Packet Company's trains awaiting the passengers there. A regular fast weekly express service between New York, Southampton and Hamburg, was established, taking passengers to London within seven days, and to Hamburg within eight days, while the actual average ocean passage was reduced to little more than six days. That line, according to the annual report of the United States Superintendent of Foreign Mails, took the first place in the conveyance of the mails between New York and London. Their great regularity is indicated by the fact that almost all their trips were made within the margin of a few hours. Passengers leaving New York on Thursday were landed in Southampton on the following Thursday, reaching London on the same day, thus bringing them from New York to London in less than a week.

The following runs, remarkable at that time, were made by the steamers of this line: From New York to Southampton—"Furst Bismarck," June 18, 1891, six days, twelve hours, fifty-eight minutes; "Columbia," October 9, 1890, six days, fifteen hours; "Normannia," November 20, 1890, six days, seventeen hours, three minutes; "Augusta-Victoria," September 18, 1890, six days, twenty-two hours, thirty-two minutes. From Southampton to New York—"Furst Bismarck," May 9, 1891, six days, fourteen hours, fifteen minutes; "Columbia," June 27, 1891, six days, fifteen hours, fifty-eight minutes; "Normannia," May 23, 1891, six days, sixteen hours, forty-five minutes; "Augusta-Victoria," October 2, 1890, six days, twenty-two hours, forty minutes.

The appointments on these steamers were new in those days and excited much curiosity. Large and luxurious salons made their appearance; there were ladies' boudoirs, music and smoking rooms, lounges, and balconies, on which European artists of great fame had lavished their best skill. Every device had been installed calculated to relieve passengers of any form of discomfort likely to be incident to an ocean voyage. For the first time, too, a complete electric light installation was seen on board ship. In the larger of these vessels the promenade deck ran almost the whole length of the ship, so

that there was no lack of space for exercise and the enjoyment of the open air. A number of staterooms were located on this deck, and in addition ladies' salons, music room and smoking room, all easily accessible from inside passageways. The main salon was on the upper deck, well forward of the machinery, where the motion was least felt. This great room covered nearly the whole breadth of the ship, well lighted by day from the side portholes and a large glass cupola, and illuminated at night by clusters of electric lights. The decoration was expressive of the German art of varying periods, impressive effects being secured by a combination of dark wood and gold in the rich style of the Renaissance. Most of the staterooms were on the main deck, but half the space was taken up by another large salon. Broad and convenient stairs led to the upper decks. There were a lower and an orlop deck under this deck, which accommodated steerage passengers and freight. The rooms on these steamers are all of large size, airy and comfortable. Some of them were furnished in the style *chambres de luxe*, and others with private bathrooms attached. All rooms, outside as well as inside, received direct light either through sidelights or portholes, or from the upper deck. All the state-rooms were provided with electric bells connected with the steward's pantry; they had also wardrobes and other conveniences. In many rooms the lower berth could be extended so as to form a double berth, and the upper berth could be removed. There were large and comfortable berths and sofas, so that a whole family often found sufficient accommodation in one room, but to provide for large parties a number of rooms were arranged en suite. The ladies' salon was situated in the best part of the ship, on the promenade deck, well forward. A great deal of good taste had been displayed in the furnishing of these rooms. There were large oil-paintings, mirrors, rich hangings of silk and damask all grouped to produce the best effects and to enhance the impression of luxury. The favored position of the salon provided for fresh air and an outlook even in bad weather. Adjoining the ladies' salon was the music room, which was also exquisitely furnished and upholstered in silk of delicate tints, the furniture being white and gold, and the decorations in keeping. The smoking room was amidships on the promenade deck, the walls being inlaid with procelain panels of different designs.

The accommodations for second-class passengers were on the same decks as those of the first-class. The whole aft part of the promenade deck was specially appropriated to the use of second-cabin passengers, thus giving them ample opportunity for exercise on one of the finest portions of the deck. On the same deck there was a ladies' salon and a well-appointed smoking room. The main salon was on the upper deck, occupying almost the whole width of the ship. State-rooms were on the upper as well as on the main deck. They were all large, commodious and well furnished, and the provisions for air and light were excellent. Bath rooms for hot and cold water were also provided, besides a number of lavatories. All the rooms were fitted with electric light. The steerage rooms on these vessels were unusually large and high, and provided with a complete system of ventilation. Passengers were placed in separate rooms, thus securing a degree of comfort and privacy which steerage passengers before that time could not attain. The company's later great ships, the "Vaterland," now the "Leviathan," the "Imperator," now the "Beren-garia," were taken over after the war by the United States and Great Britain.

Apart from its express service the company also maintained a regular service, plying between New York and Germany, stopping at Havre, France,

on the return trip to New York. The company had also in operation a Baltic Line, running from New York to Copenhagen and Stettin, a line from Montreal to Hamburg, one from Baltimore to Hamburg, and in addition ran steamers from Boston, from Philadelphia and from New Orleans to Hamburg. The service on these routes was maintained by the same class of steamers that ran on the regular service between New York and Hamburg.

We have taken the Hamburg American Line as representative of the great steamship companies that have had a marked effect in the development of Hoboken, and particularly as representative of the German interests so prominent in the city's history. But little Holland is by no means a bad second. The Netherlands-American Steam Navigation Company, popularly known to the public under the names of the Holland Line, the Rotterdam Line and the Rhine route, vied with the Hamburg Company and the other German companies in their heyday as one of the most important trans-Atlantic services, having their termini in Hoboken. The line was established in 1872 by a number of wealthy merchants in Holland and the company was incorporated under the laws of the Netherlands. The company had leased for a term of years docks in Jersey City, but their swiftly growing business compelled them to look for more roomy terminal facilities, with the result that they built a magnificent pier and dock at the foot of Fifth street, Hoboken, in 1891. When the line was first established it was on a small scale, as things went in those days, only two steamers being in commission, namely, the "Rotterdam" and "Maas." The line was later composed of a splendid fleet of steamers, employed in the service between Rotterdam, New York, and Baltimore. In the New York service were the "Maasdam," weighing 5,000 tons; "Veendam," 5,000 tons; "Sparndam," 5,000 tons; "Rotterdam," 4,500 tons; "Obdam," 4,500 tons; "Werkendam," 4,500 tons; "Amsterdam," 4,500 tons; "Didam," 3,500 tons; "Dubbledam," 3,500 tons. In the Baltimore service were the "Zaandam," 4,500 tons; "P. Caland," 3,000 tons; "Edam," 4,500 tons; and "Schiedam," 4,000.

The "Veendam" and "Maasdam," formerly known as the White Star liners "Baltic" and "Republic," were the best known of the line's vessels. The "Veendam" made her first trip in the service of the Netherlands Line in November, 1888; the "Maasdam," her sister ship, was put into the service of the line in the beginning of 1893, after being entirely rebuilt, fitted with new triple expansion engines, electric lights, and other machinery and appointments. The salons on both steamers could accommodate all the salon passengers at one table, a convenience which passengers on crowded steamers greatly appreciated. The "Obdam" and "Werkendam" were sister ships to the "Amsterdam" and "Rotterdam," but somewhat more powerful. The "Obdam" went into the service of the line in the spring of 1889, and the "Werkendam" in the beginning of 1893. The cabin accommodations of both steamers were rebuilt, as were those of the "Amsterdam," but somewhat more luxuriously fitted. The "Rotterdam" went into the service of the Netherlands Line in 1886, her sister ship, the "Amsterdam," in the latter part of 1887. The "Sparndam" was larger than the "Veendam" and the "Maasdam." She made her first trip in the service of the Netherlands Line in the beginning of 1892. Later, fine liners were the "Nieuw Amsterdam" and "Rotterdam."

All these steamers were very fast; in short, the regularity with which they made their trips was at that time remarkable. They had four decks, four masts, eight water-tight compartments, and were provided with very powerful engines. They were built at the Harland & Wolf shipyards in Belfast. The

salons, both for first and second-class passengers, were located on the upper deck amidships, and a large promenade deck was especially reserved for salon passengers. A salon for ladies, a gentlemen's smoking room, bath rooms for ladies and gentlemen, music and library rooms were also provided, while the steamers were lighted by electricity and steam heated throughout.

Painstaking care was taken by the Rotterdam Line in the appointment of captains and officers, who were all men of tested character and large experience. Every steamer carried an American surgeon and medical attendants, and medicines were gratuitously supplied. The sanitary arrangements of the steamers were supplied with every known device. The line did an extensive passenger business both first and second cabin.

The first-class cabins had state-rooms for two and for three passengers; and also some very large family rooms for four passengers, all airy and comfortable. Most of the staterooms had a lower and an upper berth, also a sofa, which could be made into a sleeping berth if desired. A bi-weekly line was later run between the ports of Rotterdam and Amsterdam in Holland and New York and Baltimore. The passenger steamers in the New York service called, going and coming, at Boulogne-sur-Mer (France) to land and embark passengers and their baggage. The steamers of the line remained at Boulogne-sur-Mer one hour, after which they went direct to Rotterdam. The route via Rotterdam-Amsterdam, it was well understood, was one of the shortest to and from Central Europe, especially Germany, the Rhine, France and Switzerland. The journey via Rotterdam afforded travellers the opportunity of becoming acquainted with the points of interest on the Rhine and of the country through which is flowed—and this point was made much of by the company. It was pointed out that a daily line of excellent Rhine boats started directly from Rotterdam; they had splendid accommodations, cheap rates of passage, and permitted much luggage to be carried free. It was indicated that there was quick and direct railroad communication between Rotterdam and Amsterdam and the more important places in Central Europe, and this fact was an element in the success of the Netherlands Line in drawing passengers from those whose rendezvous was not immediately Holland, but other portions of Europe.

The Scandinavian service also established its terminus at Hoboken. The opening for settlement of the great Northwest and its subsequent rapid development caused a great number of Danes, Swedes and Norwegians to seek homes in the United States, and as a consequence of the need thus created, the Thingvalla Steamship Company was organized in 1879, thus supplying the demand for direct transportation between the great northern peninsula of Europe and the United States. Its terminal facilities on the other side were at Copenhagen and its docks on this side were opened up at the foot of Fourth street, Hoboken. Beginning with two vessels the fleet was soon doubled. In the early nineties they had four commodious steamers in commission: The "Helka," with a displacement of 3,500 tons; the "Norge," with 3,500 tons; the "Island," with 3,000 tons; and the "Thingvalla," with 2,800 tons. The boats sailed every other Wednesday from Copenhagen, calling at Christiania and Christiansand, and on alternate Saturdays from Hoboken. Three European agencies transacted the business of the company, the main office being in Copenhagen.

Not merely by reason of its nearness to the Atlantic, its commodious waterfront and passenger and freight steamers of the highest type and the

connections of the companies operating them, is Hoboken the natural point of departure for communications with foreign ports. Its railroad communications are also unsurpassed and add to its importance as port and center of communication. The city is the terminal of the great Lackawanna system—reputed the wealthiest railroad for its mileage in the world—the Erie has a branch terminal at the northern line of the city, the West Shore has a station in the southwestern section, and the Hoboken Manufacturers' Railroad Company, better known as the "Shore Road," connects the city with the railroad system of the State and country. The original Delaware, Lackawanna and Western Railroad Company was chartered January 29, 1835, and was then known as the Morris and Essex Railroad Company. It was leased to the later company in 1868. The Lackawanna tunnel under Bergen Hill was excavated in 1876.

Through the several companies controlled and operated by the Public Service Corporation, Hoboken is likewise provided with a highly developed trolley service to all sections of Hudson county, and through its connections to points in Essex, Hudson and Passaic counties. The tunnels under the Hudson connect the city with all parts of New York and also with Long Island, so that all the suburbs of greater New York with its unrivalled systems of transportation can be reached expeditiously and without the delays occasionally incident to travel by water. To this are supplemented the steam ferries, which cross the Hudson river, now operated by the Delaware, Lackawanna and Western Railroad Company, as swift and commodious as any to be found in the world. There are two ferry terminals in Hoboken, and three in New York, connected with Hoboken, so that both lower and middle upper New York can be directly reached.

CHAPTER V.

TRANSPORTING TROOPS FOR WORLD WAR—ARMISTICE.

Only a little behind the Hamburg-American Line in repute, in volume of traffic, in the number of its vessels and in gross tonnage, was the North German Lloyd Steamship Company, which was established in New York in 1857 and in Hoboken in 1863. Pretty nearly all we have said about the Hamburg-American Line could be said about this company also, the development of which was continuous from the date of its establishment till the period of the World War. Even in the early eighties the Hamburg-American Line had twenty-six steamers plying the Atlantic trade, each vessel carrying from one thousand to fourteen hundred passengers, the steamers with a displacement ranging from 2,500 to 3,500 tons each. In that same period the North German Lloyd Steamship Company had fourteen vessels, ranging from 3,500 to 7,000 tons each, so that the North German Lloyd Company had the bigger ships. In the nineties the North German Lloyd Company had fourteen vessels ranging from 4,500 to 6,500 tons register. The vessels plied between New York, Southampton, and Bremen, and the chief offices of the company were at Bremen. The company maintained a tri-weekly service to and from Europe, and continually grew, till with the Hamburg Line its vessels were the largest in the world. Its later big ships were the "Kaiser Wilhelm der Grosse," "Kaiser Wilhelm II," "Kronprinz Friedrich Wilhelm," "Kronprinzessen Cecelie," and "George Washington."

In the early eighties another important line at Hoboken was the Wilson Line. It carried no passengers as a rule, but freight exclusively, and it had

eight steamers with an average of 2,700 tons displacement. It plied between New York and Hull, England.

All these services grew up to the period of the World War. The official statistics of four of the six lines docking in Hoboken, namely, the Hamburg-American, the North German Lloyd, the Holland-American, and the Scandinavian-American lines, showed an aggregate of 651,646 passengers and 2,381,438 tons of freight carried in the year 1906. Thus for the Hamburg-American Line the number of sailings to Hoboken were 127; number of sailings from that port, 108; total number of sailings to and from that port, 235. The Atlantic passengers carried to Hoboken for the Hamburg-American Line (all classes) amounted to 200,000; Atlantic passengers carried from Hoboken, 62,000; total passengers carried to and from that port, 262,000. The amount of freight exported totaled 450,000 tons; the amount of freight imported, 400,000 tons; the total of freight exported and imported amounted to 850,000 tons.

In the same year the number of vessels employed by the North German Lloyd between Hoboken and foreign ports amounted to sixteen, having a total displacement of 241,000 tons, gross register. The number of passengers carried to and from Hoboken totalled 273,560. The number of tons of freight carried to and from Hoboken amounted to 526,000. The number of vessels employed in the same year by the Holland-American Line between Hoboken and foreign ports amounted to six, with a total tonnage of 89,170 tons, maintaining weekly service. The number of passengers carried to and from Hoboken by the same company amounted to 80,384. The tons of freight carried to and from Hoboken amounted to 583,438 tons. The number of passengers and freight steamers of the Scandinavian-American Line, plying between Hoboken and foreign ports, amounted to twelve, with a displacement of 78,000 tons. The number of passengers carried to and from Hoboken in the same year by this company amounted to 36,262. The number of tons of freight carried from Hoboken amounted to 232,000; the number of tons of freight carried to Hoboken amounted to 188,000. The total freight exported and imported by the Scandinavian Line thus amounted to 420,000 tons. To all these lines new steamers were constantly being added up to the date of the World War, and both passenger and freight business showed rapid increases from year to year, the traffic for each following year exceeding all the years that preceded.

When war broke out between the United States and Germany the necessity immediately arose for the creation of an adequate transport service for the carrying of American troops and supplies to the field of operations. It was apparent that such a division of American service had to be organized with the least possible delay and in such magnitude as to insure the transportation of an army to France comparable in force to those of the belligerent nations which had not to contend with the problem of shipping troops by sea, over three thousand miles distance. When the United States Congress began considering the organization and development of an adequate transport service it became apparent that the small army maintained in the territory of the United States and its insular possessions were the only troops fitted to meet the exigencies of actual combat, but even with so small a force the existing transport service was too limited to become a factor in the transportation of troops to the theatre of operations. When the Draft Act was passed, the problem of shipping was still unsolved and it was a question as to when ships

could be provided to transport a large force to foreign soil. The shipping of the world was at the time effectually tied up with the transportation of supplies to the armies in France, and the submarine warfare was then at the apex of its power, menacing every ship that plied the high seas.

To overcome these obstacles it was clear that the United States had to create a transport fleet, man it with officers and seamen, and establish ports of embarkation with staffs competent to insure the least delay in the shipment of troops. By the time the first troops were ready for movement overseas, the department had a well-formulated plan for the organization of an efficient transportation system. The first convoy carrying combatant troops left Hoboken on June 14, 1917, with the following organizations: Sixteenth Infantry, Eighteenth Infantry, Twenty-sixth Infantry, Twenty-eighth Infantry, Second Field Battalion Signal Corps, Field Hospital No. 6, Ambulance Company No. 6, detachment of stevedores, sixteen casual officers, 103 nurses, and sixty casual civilians, with a total strength of 11,991 officers, enlisted men, nurses, and civilians; these were carried on the following vessels: "Antilles," "Dakotan," "El Occidente," "Finland," "Lenape," "Edward Luckenbach," "McClellan," "H. R. Mallory," "Momas," "Pastores," "San Jacinto," "Saratoga," "Tenadores," "Havana." With the exception of the "Finland" none of these ships had ever been used in the trans-Atlantic trade, but were, with this one exception, coastwise vessels that had been running from New York City to the West Indies, Gulf Coast and Mexican ports, and had been taken over by the Shipping Control Committee for use as army transports.

In July, 1917, three base hospitals, six railway engineer regiments, and the Fifth, Sixth and Seventh Regiments of Field Artillery, and two detachments of the Aviation Section, Signal Corps, were sent overseas. These were followed in August by various organizations of the Regular Army needed to complete the First Division. In September the First Division of the National Guard began to move, being the Twenty-sixth Division, comprised of troops from the New England States. The first unit of the former National Guard regiments to move was the One Hundred and First Infantry, which sailed on the United States Convoy Transport "H. R. Mallory" on September 7, 1917. This division was moving during September and part of October, together with a large number of aviation sections of the Signal Corps, and about the middle of October the Forty-Second Division (known as the "Rainbow Division"), composed of former National Guard troops from various divisions of the United States, began to move. From that month until March, 1918, there was a steady movement of Regular Army and National Guard divisions and various auxiliary organizations without any great increase in the number transported each month. On March 22, 1918, the First Division, composed of National Army troops, began to move overseas, being the Seventy-Seventh Division, made up of drafted men from New York City. With the coming of warm weather the supply of ships was greatly augmented with the consequent increase in the number of troops transported, and beginning with March every succeeding month up to and including July showed an increase in the number of troops transported over the figures of the previous month. During the months of May, June, July, and August, 1917, all troops sent overseas were forwarded by way of Hoboken and New York. After that date other ports were used—Boston, Baltimore and Canadian ports among them—but all the ports outside of New York, other than Newport News, Virginia, remained as sub-ports of the Port of Embarkation, Hoboken, New Jersey, and were gov-

erned by the embarkation regulations promulgated by the commanding general at Hoboken.

At the beginning of the war only two government-owned ships on the Atlantic coast were equipped for the transportation of troops. These were the army transports "Buford" and "Kilpatrick," both ships of moderate size. Yet these two were the nucleus of a transport fleet that in time numbered over two hundred. The ships actually operated by the United States included about twenty former German vessels owned by German and Austrian interests and interned at various United States ports early in the war. When these were formally taken over by the government together with the docks, piers, and machinery of the German companies, it was found that many of them had been damaged by their crews to such an extent that several months were necessary to set them all in commission. For the most part these ships were placed in active service as troop ships during the months of August, September, October, and November of 1917, and with few exceptions were used to the end of the war as transports. The ships at Hoboken taken over had been almost entirely used as passenger-carrying vessels and were fitted to carry large numbers of troops at each sailing. These ships were known as navy-manned transports and were operated by the United States Navy as were also an equal number of American-owned ships chartered by the government early in the war for use as transports. It has been claimed that the ex-German ships were operated more economically and with a smaller personnel under the United States Navy than under the German flag, but this is probably due to the fact that superfluities were out of place in war time. At the close of the war the navy was operating, with Hoboken as the main point of departure, forty-three transports, all of them fitted as such and capable of carrying several thousand troops at each trip. Added to the naval transports the government had at its disposal one hundred and seventy-three trans-Atlantic liners, owned and operated by Great Britain, France, and Italy from ports in the United States. These vessels totalled over a million tons of shipping and made an enviable record in safely transporting troops to the seaport cities of France, England, and Italy. An idea of the efficiency of operation of the great fleet of transports may be gained from the fact that a total of nine hundred and thirty-six sailings to France and England were made after the United States entered the war. Troops were carried on every one of these ships. Several former German and Austrian vessels, taken over by the government at the beginning of the war, made a total of a hundred and ninety-eight voyages carrying troops to Europe.

Of the three hundred or more vessels used in the transportation of troops fewer than three per cent. were sunk and these with a minimum loss of life. In short, the entire loss of life at sea as a result of the transport of troops was altogether fewer than five hundred, most of this number perishing in the sinking of the "Tuscania" at a time when the measures taken for combatting the U-boat activities were not as efficient as they later became. The loss of shipping was indeed small in comparison with the effort made by the United States, the number of trips, and the extraordinary efforts of the Central Powers to cripple the transport fleet. The losses of transports during the war were as follows: The "Tuscania," the "Moldavia," the "Dwinsk," the "President Lincoln," the "Covington," the "Carpathia," the "Justicia," the "Otranto," the "Antilles," the "Aurania," and the "Audania." Of this number the "Covington" and the "President Lincoln" were vessels formerly owned by the

Central Powers, the remaining number having been commercial or allied transports.

Credit for the success of the Embarkation Service is largely due to Major-General David Sharks and his efficient staff. Those in command at Camp Merritt, Camp Mills, and Camp Upton, through which practically the entire number of troops passed before they arrived at the piers, also deserve credit. These camps, especially Camp Merritt, were known as "Embarkation Camps" and offered a brief respite for men and officers prior to going overseas. At these camps men were equipped for overseas duty and made ready for the long voyage. Necessary records and passenger lists were accomplished here and men were given the opportunity to see New York for a few hours before going to France. The commanding officers at the camps and at Hoboken were experienced regular army officers and their part in the successful work of transporting troops is testified to in the archives of the War Department. Colonel Marmon, later chief of staff at the port of embarkation, was in command of Camp Merritt during the busy months of the war and successfully arranged the passage through the camp of upward of a million men.

It is no longer a secret that the men who supervised the work at the piers of Hoboken were for the most part officers who "grew up with the embarkation service," the personnel at the close of hostilities being in most cases identical with those who saw the beginning of the heavy troop movements. There were of necessity many different branches of service represented in this work of shipping troops. There was the Depot Quartermaster, who placed rations aboard ships for use as a debarkation ration in France and England; the Transportation Division, which arranged the railroad schedules which brought troops to such camps as Merritt, Upton and Mills, and from there direct to the Hoboken piers where they were to embark; the Personnel Division under Major J. Perry Moore, and later Captain C. F. Itzen, which checked each man aboard the ship and ascertained if such men were properly represented by the necessary records; the Medical Corps, whose representatives examined each man physically before boarding the ship; the Quartermaster Division, which directed the men to their proper gangplanks and positions on the ship; the Mail and Baggage Divisions; and the personnel connected with the chaplain's office. The port chaplains at Hoboken directed the work of numerous separate and distinct welfare organizations. A great many of the soldiers were married before they left for France and the chaplains at the port of embarkation tied many a love knot. The chaplain's office would, occasionally, on one day marry nearly forty couples, and this was only a small part of the romance that made Hoboken enskyed and sainted in those tremulous days of hope and fear.

Hoboken and the other lesser ports of embarkation saw a great deal of the work performed in those days by the canteen service of the Red Cross, the Young Men's Christian Association, the Knights of Columbus, the Salvation Army, and the Jewish Welfare Board. The workers, both men and women, connected with these organizations were always on the ground when the men were being shipped, supplying the departing soldiers with coffee, rolls, cigarettes and safe arrival cards, as well as ministering to their moral encouragement. The "Y" hut in Hudson Square Park, near the piers, was the largest in the country.

Hoboken saw a great deal of the work of the Shipping Control Committee, at the head of which was P. S. A. Franklin, president of the International Mercantile Marine. The committee had, at the port of embarkation, offices

which obtained ships for transport, and rearranged their schedules according to the needs of the troop carriers. The committee was organized at an early date in the course of the war and proved a potent factor in the successful shipment of the army.

It was the Shipping Control Committee which first took over the giant "Leviathan," at that time the Hamburg-American "Vaterland," and several other ships belonging to the Central Powers after the German and Austrian crews had been removed by United States Regulars of the Twenty-second Infantry. The committee also arranged with the owners the details of taking over cargo carriers, scores of which were in service when the war came to a close.

The Cruiser and Transport Force, organized at the port of embarkation, transported about forty per cent. of the American army which reached France. Shortly after the beginning of the war this force was commissioned as a branch of the Atlantic fleet. Starting with a few vessels taken from the Central Powers, the service within a few months operated over a hundred ships. At the close of the war several large German ships which escaped internment and which had lain idle at their piers in Hamburg and Bremen during the conflict, among them the giant "Imperator," and the "Kaiserin Augusta Victoria," were employed with the American fleet in carrying back our soldiers to Hoboken and the other United States ports. Up to the actual day of the signing of the armistice, troop movements eastward had continued. On the very day of signing, several thousand soldiers had been placed on board transports at Hoboken piers with the full expectation of leaving for France as soon as anchor could be weighed. Nevertheless, on that day expectation was on tiptoe not merely at Hoboken, but everywhere else throughout the United States. No word had come from Washington, no order relative to an armistice had been received, but every one had an intuitive feeling that a crisis was at hand. The feeling had been induced by a number of different events. There was the debacle of Austria a couple of days before. There was rumor of the peace note on the same date. There was the sense that Turkey and Bulgaria had acknowledged defeat. There was the news of demoralization in Germany. There was the direct evidence that for the first time in the war the German line had begun a retreat that was not merely strategic. People can be absolutely sure of a thing without being able to say exactly what makes them sure. Absolutely to give sound reasons for a given state of mind is a feat to which only a man of clear and strong intellect is fitted. Yet ordinary people can have a state of certitude equal to that of the philosopher without possessing his talent for analyzing that state and describing its rationale. Suffice it to say that at the time of the armistice, expectation was great at Hoboken, where all the energy of a great country, concentrated on launching its strength across the ocean, had on its practical side been assembled. But people had become so accustomed to the presence of war that it seemed as if this particular war would never end. Then the great news came, and the people of the United States soon made it clear how the war had oppressed them and what was the measure of their relief. At Hoboken the mental state of those engaged in the shipment of troops was peculiar. They had grown accustomed to the work, and the feeling was one of anxiety when, consequent on the declaration of peace, orders came to debark all combatant troops and send them back to the camps. The feelings of the soldiers themselves were mixed. They had steeled themselves to the thought of death and of the attendant horrors they were likely to face. Tension of nerves gave way in the great relief. They were

all young and life looked more valuable than ever in the presence of wounds and death. But the thought of the great adventure had been thrilling too. The thought of seeing France and of living on a high plane of action and moral feeling had excited the young men from the farms and the counting houses. But relief, happy and glorious, was the major chord in their feelings. Hoboken was an hilarious city that night when the spectre of death, the miasma of dread and gloom attendant on the "lean abhorred monster," had at last been banished from it.

On the morning of the armistice the people of New York and Hoboken came out of their houses and turned the street into tidal waves of humanity. At the Hoboken piers and on all the waterfronts the harbor boats whistled with a chorus and sustenance never known before. The sirens and factory bells added strength to the uproar; transports lying at the piers ordered out their bands; it might be said that nothing living on that day but added to the articulate din. The world looked fair. Unending happiness, a long stretch of days of happiness and peace, formed before the eyes of an assembled planet. Hoboken that had seen perilous days, that saw the forge of war at its busiest, that had been a grey city of broken spirits and ruined hopes, that had been tense, muffled, shrouded in pall and overalls, looked up again and became the town of its prime. The Elysian Fields came down and transformed the city. It lived its youth again.

CHAPTER VI.

HOBOKEN DURING THE WORLD WAR.

The war, so prolonged that the world had resigned itself to it as a permanent thing, came to an end suddenly. With its cessation there was a period of indecision, a looking this way and that, a slowing down as men adjusted their minds to the new environment of peace. Then the reconstruction period began, and Hoboken became as active in the work of peace as in the work of war. It still remained the vital channel between America and the various battlefields. From Washington orders followed orders covering the various phases of the work at the port. From being the greatest point of departure on a whole continent for the hosts of American soldiers, it had then to be transformed into a great welcoming ground to receive the hosts of those whom it had formerly sent on its mission. New regulations were drawn up, new guard orders issued. The general order of events were entirely reversed in readiness for the big return of shipments.

On December 2, 1918, twenty-two days after the signing of the armistice, the first returning troops reached America on the S. S. "Mauretania." There were great celebrations in honor of the returning troops, though, the truth is, this particular batch, most of them, had never been nearer the firing line than England, some of them having spent no more than thirteen days in that country. The men from the fighting line were glad it was all over, but everybody was not so pleased and "those of us who had fought the war at Hoboken could not but feel that a corking good war had been literally drawn from under us" writes one of them.

Following that date, the line of returning troop ships increased with each week, until nearly three hundred thousand men were being returned each month. Until they were brought back Hoboken remained a United States Government port, functioning still as the area of contact between the mechanical configurations of two pulsating worlds.

Something should be said in the name of the personnel who worked in the departments at Hoboken. Writes the author of "With the Army at Hoboken:"

While it is a source of deep regret to have done your fighting in the United States, it may be here stated that in fully ninety-nine cases out of a hundred, the officers and men who were detailed for embarkation service would much rather have taken their chances among their brothers in the trenches of Flanders. In fact, so many applications for overseas service were made by officers at Hoboken, that an official order from headquarters was necessary to put a stop to it. To many ill-informed people our service was mediocre—and it was—if bullets, machine guns, cannons, and battlefields and many other sides of actual combat concert to make a great war, but to one who takes an intelligent analysis of the conflict, it is clear that this war could be likened to a great spectacle in which all the armies with their millions of soldiers were the players, each assigned his part, and in this great drama the Port of Embarkation cannot but be assigned to a principal role.

Especially critical has been the public in relation to the officers of the Staff Corps assigned here for duty, and in answer it is my desire to pay a tribute to the Quartermaster, A. G. O., Medical and other Staff Officers assigned to this port. A great many of these were men, who, in civil life were prominent in business, science, and letters, and who through their particular executive ability were commissioned in the staff. With few exceptions the men so commissioned and detailed for duty here are gentlemen whom I have considered it an honor to know and of whom I shall always retain pleasant recollections. They did their work well and efficiently, as the records in Washington eloquently testify, and if they lacked in some of the elements of military training it failed to detract from their efficiency at this port. A well-known regular army officer paid a tribute to officers of the staff in the following words: "To the men behind the desk, who, being away from the excitement of battle, is usually denied popular favor, yet who clothes, feeds, pays, shelters, transports and otherwise looks after the man behind the gun, whose health, comfort, contentment and success often depend on the less spectacular though no less important work of 'The man behind the desk.'" That quotation briefly tells the story of the staff officers and every fair-minded man will concur in the tribute.

It was very much against their wishes to be interned in the United States when their friends were really in the big show over in France, but those who served at the greatest port of embarkation, may well be proud of their record in office; and although they will have little of the glamor and excitement of real warfare to tell their grandchildren in years to come, they can speak up without shame and say: "I was one of those who helped to ship them over in 1917-1918 and bring them back when the war was won."

The story of the A. E. F. and the convoying of over 2,000,000 men to Europe, is the story of another and a greater crusade than that of Richard Coeur de Lion or his Knights who went Eastward to the Holy Land seven hundred years ago. It is the story of a crusade of democracy—a crusade that will stand as the greatest in history. But back of the story of the 2,000,000 fighters, back of the transports and the convoying destroyers, is the story of the men who put it through. There is little of the glamor of war here, and little of the music and the cheers. But there is a great romance, the romance that we find in every great work well done. It is routine, endless labor, reports, papers and drudgery,—but without it the fine organization and the fine work of the A. E. F. fighters would have been impossible.

The first step in the organization of the Port of Embarkation was on Saturday, June 9, 1917. On this day Colonel Carson, Captain Cabell, Captain Shelton, Captain Powers, Captain Ruddell and Mr. Frank Czeslik came to Hoboken to make arrangements for the first convoy. It was a new job and a big job. No one quite knew what the work would be, or how it would be done. There was just one motto—"Do it." Early in the afternoon the detail came over on a tug and landed at Pier No. 1, beginning work immediately. Almost simultaneously the first of the troops arrived. Hoboken, a few days before, the first German city in America, became a great army camp. Khaki-clad regulars overran the town. Veterans of the Border, the Filipino campaigns and the days in Cuba, oiled their Springfields and talked of the big scrap that was coming "Over There." In their summer O. D., their now old-fashioned campaign hats, their trim leggins and sharp regulation appearance, they bore little resemblance to the newly equipped men who later came through the Port. They were sent at once into rest billets to prepare for the voyage. They were the men of the 16th, 18th, 26th and 28th Infantry Regiments of the Regular Army. Their senior officer was Major General Siebert, who later established the record of his fighting forces.

Along River street, where the old Bock beer signs of the German occupation still marked the Deutsche Gartens and Kursaals, tramped the men of San Antonio and the Rio Grande. Fat German saloonkeepers and the fraus and frauleins looked askance at this new invasion. Their Kaiser had said that America would never enter the war—that troops would never sail the seas; and now, only a few weeks after our declaration of hostilities, an army was in motion. Something was wrong in the firm of "Me and Gott." At first the men were held in their troop trains at the Jersey City yards, but they were soon brought into town. So silently and so efficiently was the work done that few of the millions across the water knew that the eastward tide of American soldiers had begun.

We give the lieutenant's words verbatim, as they not only bear on the conditions, but are an unconscious description also of the psychology of the war period:

It was a new game, and the rules were not yet made. There was just one order of the day—"get the troops on." Alongside the dock of the Hamburg-American Line lay the transports. Jamming the gangway, burdened with overseas gear, strange new weapons and accoutrements, tired after their long trans-continental ride on hot troop trains, the regulars arrived. They were shoved into below deck compartments, berths were hastily assigned, and with the out-tide the vessels put to sea.

There was none of the glamor and the glory of war in their going. No crowds lined the Battery Sea and no bands and citizen's committees sped them on their way. These men were the Regulars—the U. S. A.—they were fighting men, and they were going to fight. Silently the big transports were warped out of their docks, and silently they put to sea. Perhaps along the Staten Island Hills home-coming commuters wondered as the big gray ships slipped through the Narrows to sea. No doubt the tug-boat captains wondered as a line of lightless ships dropped down the long causeway of Ambrose Channel and put off their pilots at the lightship. Perhaps the next morning, far at sea, the off-shore fishing boats drew up their nets to watch as the great convoy, guarded by destroyers, came over the western rim of the sea.

But back in the city none knew of their going. The 6,000,000 people of New York little guessed that America's job of smashing the Imperial Government of Germany had begun. Possibly that's the way the best work in the world is done after all is said and over with. It isn't the cheering or the bands and street parades that win a war—it isn't the songs or the martial music or the waving of flags in club windows—its just the silent, steady relentless drive of men who are determined that when they have begun a job they will finish that job or die. That was the spirit of the American soldier. He had begun a dirty job and he was going to see it through; he wasn't going to yell, or cheer or boast—he was going to settle down to the job, and stay with it till the job was finished.

And perhaps, too, that has been the spirit of the men of the Port of Debarkation, who, for two years, have stuck by the job of getting the troops across. There were jobs that got more glory, and jobs that got more praise. There was fun and excitement and the joy of battle to those who fought along the Flanders line, but behind them stood the array of communications, the men who kept the railheads going forward, the troop trains moving on.

This is the story of the first convoy. They are the men who began the job, and those who came after finished it. And now that the war is over and the men are coming home—it's the Port of Debarkation—but the job is just the same. Names may come and names may go, but the work goes on forever.

After the signing of the armistice the censorship on pictures and news relating to the activities at the Port of Embarkation was lifted and many are the excellent news items which appeared in print concerning the work at the port. The men who had been engaged in the work at Hoboken were held in small esteem and there were many references to "swivel chair heroes" who wanted the war to continue forever to be kept in their jobs, but it was gradually made clear that they were doing an indispensable work, that they kept the Khaki stream floating eastward till a two-million figure was reached. Recognition came to Hoboken from Washington as well as from the public. Thus not long after the armistice Secretary of War Baker announced that Major-General David C. Shanks, commanding officer of the Port of Embarkation, had been awarded the Distinguished Service Medal. It read:

Major Gen. D. C. Shanks, U. S. A., is awarded the Distinguished Service Medal for especially meritorious and conspicuous service in the administration of the Port of Embarkation, Hoboken, New Jersey, in connection with the shipment of troops overseas.

Later, other decorations filtered through in the general direction of Hoboken, though the men of the Embarkation Service preserved a becoming modesty about their work. "The work had to be done by somebody, otherwise the 1,795,411 officers, men, and nurses shipped to France by the Embarkation Service might still be waiting for transport. But who wants to be interned in Hoboken when the main show is three or four thousand miles away? It was like standing outside the big tent and punching tickets to a three-ringed

circus. We worked like dogs and never got a chance to see the main performance." So spoke a captain whose work was at Hoboken during the war, and the public admitted there was something to what he said. The attitude was taken as expressive of the sentiment of the 2,400 officers and 24,000 enlisted men engaged in the Embarkation Service. They were all glad to have been able to do their bit, but most of them looked at their silver chevrons and felt, they said, that they had been cheated out of something.

During the entire period of embarkation from May, 1917, to November, 1918, the average number of American soldiers placed daily on French soil was 3,500. In a single day—the last day of August, 1918, 46,214 doughboys were shipped out of Hoboken and New York. This is claimed as a record for a single day's shipment of troops. The figures for the previous month, July, are held by the Port of Embarkation Service to constitute another record in troop transportation. In this month 268,117 officers and men were put aboard vessels and sent overseas by the Embarkation Service. This was the highest number reached during the period of the war. The number of men shipped to France had steadily increased from May, 1917, when the figures for the month were only 1,543. It required 936 sailings to transport a sufficient number of troops to France to win the war. These sailings were carried out by 307 vessels, 108 of them being naval, 182 commercial, and 17 allied transports.

At the Port of Embarkation in Hoboken it was declared that the work of fitting these vessels out as transports was done entirely by the army instead of by the navy, as was generally believed. Major-General Shanks served as commanding officer of the port of embarkation practically through the period in which the United States was engaged in the war. The officers who served with him and with Brigadier-General McManus were men who had grown up with the Embarkation Service, the personnel changing very little. Brigadier-General McManus and Colonel John Robertson were heads of the Troop Movement Office of the Port of Embarkation, under them being thirty line officers, several of whom were West Point graduates. The thoroughness that marked the shipment of the soldiers eastward was likewise displayed in bringing them home again. When it is recalled that vessels like the "Leviathan," the old "Vaterland," came and went with over twelve thousand men on her decks, the amount of provision required from the debarkation authorities at Hoboken for a single task is easily suggested. As a rule in fewer than three hours after these giant liners had docked there was neither a soldier nor a scrap of equipment in sight. Those were epic days; the men stationed at Hoboken responded in the epic spirit; and Hoboken lived for a period as a city seated on a hill, to which two vast contending armies, each with a different spirit, strained anxious eyes, an epic scene pulsating with the prodigious, peaceful preparation for war.

CHAPTER VII.

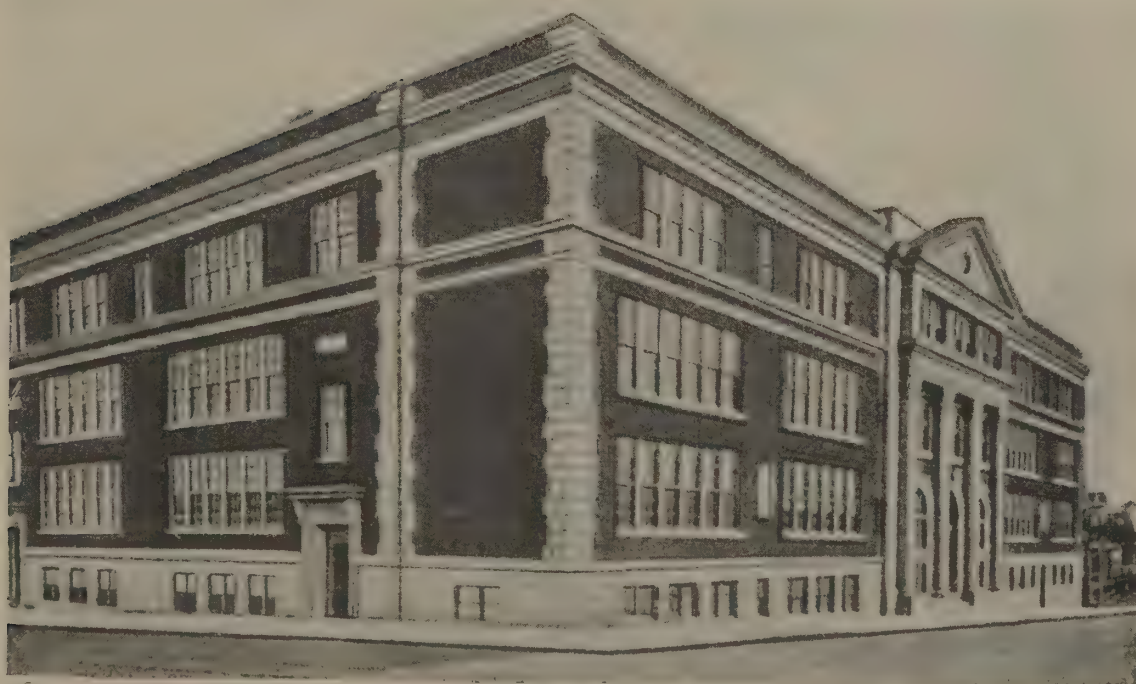
EDUCATIONAL INSTITUTIONS.

Hoboken has a highly developed public school system and its public schools are not surpassed by any in the State. They comprise primary schools, grammar schools, high schools, and training and model schools. The enrollment of pupils and the teaching force have grown with the population. In 1892 the pupils numbered 5,600 with an average attendance of 5,100. In 1906 there was an enrollment of 10,362 pupils, with a force of 215 teachers.

Since then the enrollment has doubled and every endeavor has been made



HILLSIDE ROAD FROM HOBOKEN TO WEST HOBOKEN



HIGH SCHOOL—WEST HOBOKEN

by the city to see that its educational institutions keep pace with the city's growth. Prior to 1854 the schools were under the charge of a superintendent appointed by the town committee. After that date the Board of Education had charge of the public schools of the city, the members of the board being elected for a term of three years and serving without salary. The introduction of the commission form of government changed the manner of appointment.

David I. Stagg was the first of the superintendents of public schools of the township of Hoboken before incorporation. During the five years between 1849 and 1854 he was followed by John D. Littell, Rodman M. Price, and John H. Scheffield. The trustees elected after incorporation were as follows: 1855—George W. Morton, Hoyt Sandford, Thomas W. Thomas; 1856—William Gelston, Edward R. Morton, Charles Speilmann; 1857—Frederick Gerhard, John B. Petherbridge, Hagelton Walkley; 1858—William Gelston, Andrew W. Rose, Louis Stoltze; 1859—Jacob L. Odell, Andrew W. Rose, Peter Ritter, Jr.; 1861—William Gelston, James R. Hill, Fred. B. Ogden; 1862—Michael Cadmus, James R. Hill, Peter Ritter; 1863—Erastus Hedges, William H. Peckham, Daniel P. Westervelt; 1864—Benjamin G. Campbell, Julius E. Lowenthal, James H. Ward. After 1864 the schools were in charge of a Board of Education consisting of a president, clerk, and treasurer, and six other members, the membership being later enlarged to twelve. Each of the four wards sent to the Board three members. The Board elected its own president and treasurer. The office of the clerk of the Board was a permanent one with a salary and it was arranged that its incumbent should not be, as formerly, a member.

As the years went on, the public schools system was developed. A thoroughly equipped and up-to-date kindergarten was connected with each primary department. The purpose here was to deal with children from four to six years of age, so arranging their work as to lead to a proper development of their young minds through the proper training of the senses. The aim of the primary department was to give a thorough preparation for more advanced study. It was decided that the work in numbers and arithmetic should receive particular attention, quickness and accuracy being sought by continuous exercise. In the grammar department it was sought to provide a good, all-round education on the basis already laid down in the primary schools. From the first year in the primary to the last in the grammar school the course was laid out to cover a period of eight years.

Manual training received especial consideration. The regular course in manual training was so arranged as to begin in the fifth year and continue through the grammar grades with one year of special work in the high school. In this work the first ideal aimed at was to relate the work intimately to the life and interest of the pupil. Closely connected with all work in manual training were set the production and use of working drawings. This work was not confined to boys alone. It was agreed that girls should get a training in domestic affairs which would enable them to make their homes more attractive. A commodious and well equipped building in the center of the city was provided for the manual work. It was arranged that while the boys were receiving instruction in wood carving, modeling in clay and varied forms of joinery, the girls would be taking lessons in sewing and domestic economy, such as cooking, table setting and marketing.

The high school prepares young men and young women for the higher colleges, for scientific schools and for mercantile pursuits. With this aim it prescribes three courses of study, the classical, the scientific, and the com-

mercial. The classical course is especially designed to prepare young men and women for entrance into colleges whose chief course contemplates a liberal education; and the work of this course is shaped in accordance with the requirements of the higher institutions. In several colleges the diploma of the Hoboken High School is accepted in place of an entrance examination, notably by Cornell, Rutgers, New York University, Lafayette, and by the Regents of the University of the State of New York for entrance to professional schools. It is also accepted in lieu of an examination by the New Jersey State Normal School and the State Normal Schools of the State of New York.

The scientific course was especially arranged for those young men and women who did not intend to go to a classical college, but desired to take a course in a technical school such as the Stevens Institute of Technology. The trustees of Stevens Institute of Technology offered to the graduates of this course twelve free scholarships as rewards of merit. Three of these scholarships were to be given each year and were awarded by competitive examination. None but *bona fide* residents of the city of Hoboken were allowed to compete for these free scholarships. In chemistry and physics suitable apparatus was supplied for the training of the students. The chemical laboratory was from time to time enlarged, and each student was given his place at the laboratory table, so that both in physics and chemistry he might perform experiments on his own volition under the guidance of an instructor.

The commercial department of the high school aimed at providing a training which would be broad and liberal, while initiating the student in the principles and technique of concrete commercial transactions. It was arranged that in addition to subjects usually styled commercial, bookkeeping, stenography, typewriting, modern languages, mathematics and economics should be taught. The Training School was established in 1897 for the purpose of training teachers for the schools of the city. Graduation from high school with an approved course of study was made the standard of admission.

The particular pride of Hoboken in the educational field is the Stevens Institute of Technology. The Institute owes its existence to the liberality of Edwin A. Stevens, who, in his will, dated April 15, 1867, bequeathed a block of ground between Fifth and Sixth and Hudson and River streets, Hoboken, and one hundred and fifty thousand dollars, for the erection of buildings "suitable for the uses of an institution of learning," and also such sum of money, not to exceed five hundred thousand dollars, as his executors might consider necessary for maintaining said institutions of learning. The executors of the will, Mrs. Martha B. Stevens, W. W. Shippen, and the Rev. Samuel B. Dod, decided in effect that the entire sum of five hundred thousand dollars was necessary to the materialization of Mr. Steven's idea, and accordingly appropriated it, as an endowment fund to the institution, less the sum of forty-five thousand dollars which the United States Government collected as collateral inheritance tax. Numerous efforts were afterwards made to get back this money from the overflowing treasury of the Government, and were finally successful in 1921.

In 1870 the trustees, having obtained a plan of building, and having made good progress with the erection of a home for the Institute, selected Professor Henry Morton, Ph. D., then occupying the chair of chemistry in the University of Pennsylvania, and the office of resident secretary of the Franklin Institute, as president of the "Institution of Learning" which they were to create under the will of Mr. Stevens and a charter under the law of the State



HIGH SCHOOL—HOBOKEN

of New Jersey, approved February 15, 1870, and to which they had given the name of "The Stevens Institute of Technology."

During the summer of 1870 and the succeeding seasons of 1870 and 1871 the building was completed and furnished, and a faculty selected, so that by the end of the summer of 1871 all was ready for occupancy. In September, 1871, the Institute began its active existence as a school of mechanical engineering, with the following officers: Trustees: Mrs. Martha B. Stevens, Rev. Samuel B. Dod, and William W. Shippen. Faculty: Henry Morton, Ph. D., president; Alfred H. Mayer, Ph. D., professor of physics; Lieutenant Colonel H. A. Hascall, U. S. A., professor of mathematics; Albert R. Leeds, A. M., professor of chemistry; Robert H. Thurston, C. E. professor of mechanical engineering; Charles W. McCord, A. M., professor of mechanical drawing; Charles F. Kroeh, A. M., professor of languages; and the Rev. Edward Wall, A. M., professor of belles lettres.

As the desirability of a preparatory school under the control of the Institute was realized, arrangements were made contemporaneously with the opening of the Institute, by which a preparatory school already in existence was placed under the management of Professor Wall as the Stevens Institute High School. During the college year 1872-73 Lieutenant Colonel Hascall resigned on account of ill health, and Professor De Volson Wood, C. E., of the Michigan State University, Ann Arbor, was appointed to the chair of mathematics and mechanics. During the same years the east wing of the Institute building was erected and occupied by the high school of the Institute, which was removed from its temporary location at Sixth street and Park avenue.

In 1875 a mechanical laboratory was established at the Institute on the suggestion of Professor Thurston. As director of this laboratory he conducted numerous investigations, the result of which were from time to time published in various engineering journals. Considerable addition was also made to the machinery of the department through the business of this mechanical laboratory. During the years from the opening of the Institute up to 1876 numerous original discoveries in research had been made and published by various members of the faculty, so that when, in the catalogue of that year, a list of the titles of these publications was printed it occupied ten large pages. The printing of this list with additions, as new papers were published, was continued until 1879, when it was discontinued in order to decrease the bulk of the catalogue. It had then reached the dimensions of sixteen large pages. In 1876 the Institute sent to the Centennial Exhibition at Philadelphia an exhibit consisting of apparatus and instruments of research, and also drawings and pieces of machinery, the work of students, sufficiently extensive to fill an ordinary freight car.

In 1880 an addition was made to the faculty of the Institute by the appointment of Professor James E. Denton, M. E., a graduate of the Institute in 1875, as instructor in experimental mechanics and shop work, and during the same college year of 1880-81 the workshops of the Institute, which had before occupied the east basement, were transferred to a location of their own. Originally this location had been fitted up as a lecture-room for public lectures and had been so used in the early days of the Institute. Being afterwards little used for this purpose it was converted into a gymnasium, but in this shape also soon ceased to be utilized to any adequate extent. When, therefore, on the occasion of the Institute's course in the direction of applied mechanics, it became very desirable to increase the workshop facilities of the Institute, the trustees willingly accepted a proposition from President Morton

to alter the gymnasium by building galleries and instituting other improvements, and to fit the gymnasium with steam engines, machines and other tools at his expense. This was done at an outlay of about ten thousand five hundred dollars, and the new workshop was formally presented to the trustees by President Morton on May 14, 1881. In 1882 another addition was made to the faculty of the Institute by the appointment of Professor A. Riesenberger, M. E., a graduate of the Institute in 1876, as instructor in mechanical drawing.

In 1883 a further addition was made to the faculty by the appointment of Professor Clarence A. Carr, assistant engineer, United States navy, as professor of marine engineering and instructor in mathematics; also by the appointment of Professor William E. Geyer, Ph. D., as professor of applied electricity. In connection with this last appointment and to aid the establishment of the new department of applied electricity, Professor Morton donated to the Institute, for the purchase of new apparatus and other expenses, the sum of three thousand five hundred dollars, which sufficed to carry on this department until the general resources of the Institute were able to support it. In September, 1885, W. W. Shippen, one of the trustees, died, and President Morton was elected to fill the vacancy thus occasioned. In 1885 two changes occurred in the personnel of the faculty: Professor R. H. Thurston resigned the chair of mechanical engineering to become director of Sibley College, Cornell University, and was succeeded by Professor De Volson Wood, whose former chair of mathematics and mechanics was filled by the appointment of Professor J. Burkitt Webb, formerly of the University of Michigan. Professor Carr, being recalled by the Navy Department, also resigned his chair, and was replaced by Professor William H. Bristol, M. E., a graduate of the Institute in 1884, who was appointed instructor in mathematics. In 1887 the trustees decided to increase their number by electing an additional trustee from among the Alumni Association of the Institute. In accordance with this plan A. P. Trautwein, M. E., of the class of 1876, was duly elected a trustee.

Nor were the interests of the high school overlooked. During 1887 and 1888 a new building was erected at a cost of fifty thousand dollars for the accommodation of the high school, and the building was occupied after the Easter holidays of 1888. During the summer of 1888 the wing formerly occupied by the high school was fitted up on its first and second floors as an electrical laboratory and lecture-room respectively, and on its third floor as a mathematical laboratory and lecture-room. Extensive changes were made also in the other parts of the building, such, for example, as those to increase its security against fire, by the creation of four "party walls," iron-plated doors and the like; also other alterations and additions such as the arrangement of cases and tables in the library, the erection of a set of lockers and the like.

In 1887 Professor Thomas B. Stillman, Ph. D., who had been instructor in the chemical department for some years, was appointed to the chair of analytical chemistry, and Professor D. S. Jacobus, M. E., a graduate of the Institute in 1884, was appointed instructor in experimental mechanics and shop work. In 1888 the titles of Instructors Riesenberger, Bristol and Jacobus, were changed from "Instructor" to "Assistant Professor." A new chair was also established under the title of Engineering Practice, and the sum of ten thousand dollars was donated to the trustees by President Morton as a first installment towards the endowment of this chair. Coleman Sellers was

elected to the chair and delivered his first course of lectures during the fall of 1889.

In 1902 President Morton died, after thirty-two years of devoted and brilliant service. Besides his time and energy, he had given largely of his personal means to the upbuilding of Stevens Institute. He was succeeded by Alexander C. Humphreys, a Stevens graduate of the class of '81, who had become one of the leading gas engineers of the world. Dr. Humphreys has had a very successful administration and is still very active in the discharge of his duties.

During the World War, the United States Navy Steam Engineering School was established at Stevens, and trained hundreds of naval engineer officers. In 1921 the semi-centennial of the opening of the Institute was celebrated. The college grounds now cover an area of about twenty-two acres, including Castle Point, the historic estate of the Stevens family with its stately castle. The buildings include, besides the original main building, now known as the Administration Building, the Carnegie Laboratory of Engineering, the Morton Memorial Laboratory of Chemistry, the Recitation Hall, the William Hall Walker Gymnasium, the Library, the Navy Building, and the castle. There is a fine athletic field and a practical field. The number of students is between five and six hundred.

Edwin A. Stevens, to whom the Stevens Institute of Technology owes its existence, was the seventh son of Colonel John Stevens, with whose name the history of Hoboken is indissolubly connected, and was born at Castle Point, Hoboken, July 28, 1795. He received his engineering education from his father, and from his brother Robert Livingston Stevens, his senior by eight years, with whom he was associated in business partnership from his early manhood. On this account the individual work of the two brothers cannot easily be unravelled, but it may be said that while both were men of great capacity as engineers and business men, the elder took the lead as engineer, and the younger as business man.

The laborious and useful life of Edwin A. Stevens was occupied in the life-long management of his father's estate; in the organization, construction, and operation of the Camden & Amboy railroad, of which he was the active business manager; in making improvements in steam navigation; in the great part taken by him in the introduction of iron armor on ships of war; and in devising methods of attack and defense for ironclads. At the age of twenty-five, by family agreement, he was made trustee of the greater portion of his father's estate, including what was then the island, but what later became the city of Hoboken, thus relieving his father, then seventy years of age, of the burden of his business cares. He remained at Hoboken until he was about thirty, taking care of the estate and assisting his father and his brother, Robert, in their engineering labors. During that period he invented and patented the Stevens plough, which was used extensively for years. This gave him a large acquaintance among the land owners of New Jersey.

In the latter half of the year 1825, at the age of thirty, he took charge of the Union Line, which then carried nearly all the passengers and freight between New York and Philadelphia. The Union Line was organized in 1820, and it consisted of steamboats on the Raritan and Delaware, and of coaches on the turnpike between Trenton and New Brunswick. After the year 1827, it was chiefly owned by the brothers Robert Livingston Stevens, Edwin A. Stevens, and John C. Stevens, Edwin remaining its business manager until it was merged into the Camden & Amboy railroad in 1832. The coaching of the Union Line surpassed anything of the kind ever known till

that time in the United States. Long trains of four-horse coaches, at times amounting to thirty or forty daily, awaited in line the arrival of the steamboats at each end of the turnpike, and were then drawn rapidly, frequently on a gallop, across the State. The coaches were lighter than the English coach; they were limited to ten passengers each, and many of the horses were thoroughbred.

The Camden & Amboy railroad was chartered in 1830, when Robert L. Stevens was made president and engineer, and his brother Edwin treasurer and manager; and the great business capacity of the latter was then shown by the speedy organization of the company and the construction of the road. He gathered round him as associates in the company the ablest lawyers of the State, by which means a timely settlement was made of the legal questions raised against privileges necessary for a railroad, but antagonistic to what was then considered the common law of highways. And he selected for the work to be done the best available business men, mechanics and contractors; the result being the extremely short time in which the legal objections were met, the right of way secured, and the road built and put into operation.

He remained the business manager of the Camden & Amboy railroad for upward of thirty-five years, during which time the stock constantly depreciated in value and no dividend was passed. It was within this period that the American railroad system was developed, differing materially from that simultaneously developed in England and on the continent of Europe: First—in the adoption of means of running safely on tracks not inclosed; second—in the alteration of the form of passenger coaches, so as to have intercommunication between them; third—in the greater simplicity and hardihood of the locomotive; fourth—in the increased weight and strength of the rolling stock; fifth—in the better system of carrying both passengers and freight. In the development of this American system Robert and Edwin Stevens were prominent. As engineers they invented and constructed many of the countless appliances found necessary; and as business men they adopted those introduced on other railroads.

During the time when his sons were being educated, Colonel Stevens resided in the summer at Castle Point, Hoboken, and they were obliged to cross the Hudson to school and college by sail or rowboats, then the only means of transit. This early experience on the water added to and directed the interest they took in afterlife in the improvement of steam navigation, and it also led to their becoming devoted yachtsmen. Edwin was in his boyhood when his brother Robert made his early improvement in steam navigation, but after he grew up he greatly assisted his brother. The most notable of his individual improvements was the air-tight fire room, patented by him April, 1842 (No. 2,524), and now in use in all the navies in the world. He died in Paris, France, in 1868, by his will endowing the Stevens Institute, the earliest college of mechanical engineering. It was not merely in his will, however, that Edwin A. Stevens showed his interest in the progress of education in Hoboken. The first of the large public schools in Hoboken was built by him in 1858 and the second in 1862, his will dedicating them to the use of the city, containing the proviso that in them should only be taught the ordinary educational branches of study.

School No. 1 is the oldest of the schools in the city. The original building, though answering amply the needs of the city at the date of its erection, in later years was made the subject of considerable repairs to make room for the growing generation of pupils, and has within the past few years been replaced by a fine, modern structure. The meeting room of the Board of

Education and the office of the superintending principal were arranged for in this building. Then the schools of Hoboken began to multiply and became larger and more ornate. Schools No. 5 and No. 6 were the first thoroughly modern school houses, the first being devoted to primary work alone, the second being used as a grammar school with a primary department. School No. 4 was erected as a primary school building. The high school was placed here, occupying the ground floor, until it was provided with a building of its own. The Normal School was planned as a training school for those of the graduates of the grammar and high schools who wanted to become teachers. School No. 2 has recently been provided with a great up-to-date building, which also houses the junior high school, and there are now nine public schools besides a high school and an industrial school.

Before the war, the large German element in Hoboken was recognized and the importance of the German language as a factor in the education of the youth of Hoboken had its counterpart in the establishment of a department of German instruction. This branch of the public school system was placed under the control of a principal and two assistants. In recent years the value of modern languages generally has been recognized as a factor in culture and as a political defense in a country like America, made up of diverse racial strains but employing a language that is not its own but belongs to a single nation in Europe. But other accomplishments are looked to in the schools. Instruction in drawing was made the subject of a separate branch, with two teachers. A special instructor was provided for the teaching of music. Evening schools were opened during the winter months.

Particular attention has been paid all along to industrial education in Hoboken. A meeting in response to an invitation to assist "in the formation of an Industrial Education Association" was held on June 5, 1885, at the residence of Mrs. E. A. Stevens. The meeting was called to order by the Rev. G. C. Houghton, M. A., who nominated General George B. McClellan as presiding officer. General McClellan spoke at some length on the objects for which the meeting had been called and then requested certain of the educational experts present to give the result, gathering the fruits of their reflection. After several addresses, resolutions expressing the sentiments of those who had initiated the conference were adopted. These resolutions were:

Resolved, That this meeting be organized as the "Industrial Education Association" of New Jersey.

Resolved, That a committee be appointed by the president of this meeting to draft a constitution and by-laws, and adopt the same.

Resolved, That the committee be authorized to select from their number officers of the association, who shall serve until their successors are chosen by the society.

Resolved, That the committee be requested to obtain permission from the trustees of the public schools of Hoboken, and of the several academies, to make a trial of one or more branches of the industrial system in the schools under their care; and further

Resolved, That we pledge our hearty support to the committee in their endeavors.

The following committee was then announced by the chair: Rev. G. C. Houghton, M. A.; Professor Henry Morton, Ph. D.; August Stein; Professor James E. Denton, M. E.; David E. Rue; Thomas F. Hatfield; Thomas H. McCann; Emil Cuntz; Mrs. Edwin A. Stevens; Mrs. Daniel S. Merritt; Mrs. Archibald Alexander; Miss Annie Sierck.

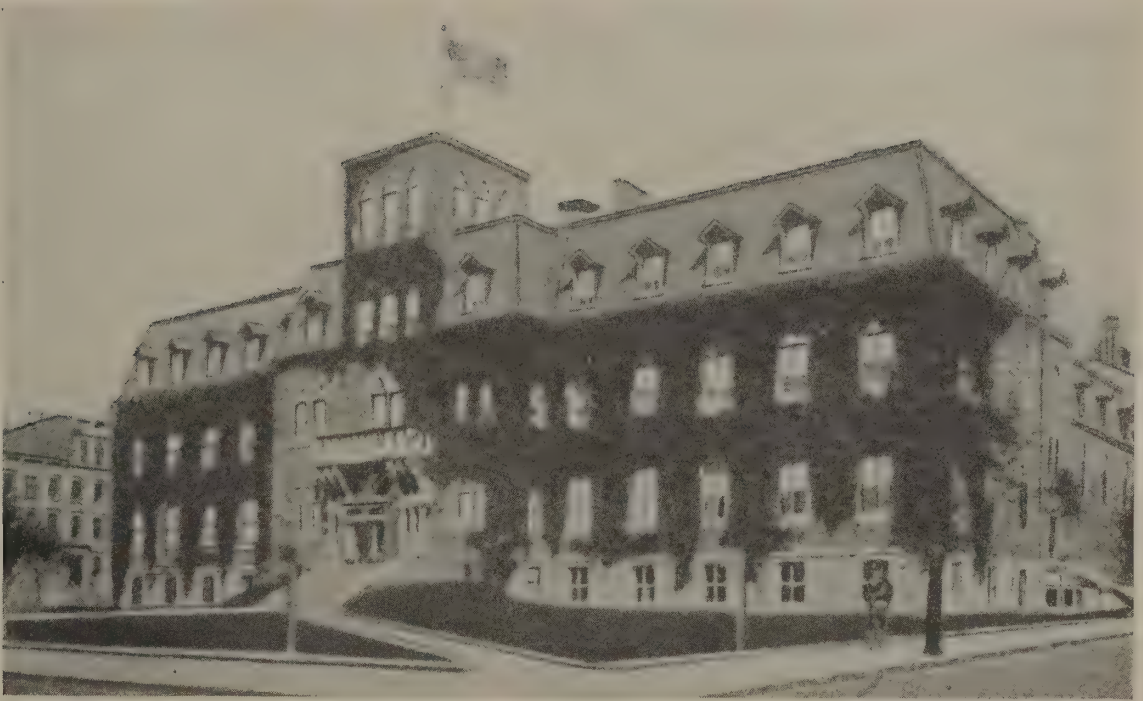
The committee appointed by General McClellan held its first meeting at Castle Point on June 19. The Rev. G. C. Houghton was elected chairman of the committee and it was decided that the name of the association should be the "Industrial Education Association of New Jersey." Officers were elected,

constitution and by-laws adopted, and arrangements were made looking to the introduction of industrial education in the public schools of Hoboken in the autumn, giving systematic instruction in sewing to the girls and in clay-modelling to the boys, provided that all expenses attending such instruction should be borne by the "Industrial Education Association of New Jersey." A teacher competent to give instruction in both branches was secured and a subscription list was circulated among members only. This realized a sufficient amount to cover the expenses of the outfit for eight classes and the teacher's salary, so that an appeal to the citizens in general was not necessary until the attempt to introduce industrial education into the public schools proved to be successful.

The association opened its first exhibition of children's work in the Stevens Institute of Technology, in Hoboken, April 15, 1886. The attendance was large and much interest was displayed. The president spoke, making known the purpose of the association, and introduced Governor Leon Abbott, who promised to do all he could for the association. The exhibits were arranged in the physical laboratory of the college and a large crowd attended each night while the exhibition was open. The products of the work in the Hoboken schools showed progress and were the subject of favorable comment.

In response to a second circular invitation, a meeting of the "New Jersey Industrial Association" was held at Castle Point, Hoboken, in November, 1886, at the Stevens home. A number of prominent people from all over Hudson and Essex counties, as well as from New York, were at the meeting, at which Governor Abbott presided. Henry N. Alexander described what was being done in Europe in the way of manual training for children. Professor Leipziger, principal of the Hebrew Technical School of New York, made an interesting speech, in which he referred to the value of manual labor. Dr. Houghton reviewed the purposes those who called the association together had in mind, and explained the provision of the State law which gave \$5,000 out of the State funds on condition that an equal amount was contributed by the city. He gave it as his opinion that there ought to be no difficulty in raising that amount. President Morton spoke on the advantages to be derived from the twin development of head and hand, showing how one kind of training had a bearing on the other. Other people spoke, among them Alexander S. Sullivan, Chancellor Alexander T. McGill, State Superintendent Chapman, Colonel Charles Fuller of the State Board of Education, and Richard Wayne Parker, assemblyman from Newark. Enough was subscribed at the meeting to enable the work to be carried on for the year that was to follow.

In 1887 an application was made by the "Industrial Education Association" for the appointment of a board of trustees of manual training in the city of Hoboken under the act of Legislature of 1881. Permission was given for the organization of the board, which was to consist of the Governor of the State, two members of the board appointed by the State Board of Education, two members to be appointed by the (Hoboken) City Board of Education, two members to be appointed by the Industrial Education Association, and one member to be appointed by the Common Council of Hoboken. The Board was regularly organized in Hoboken, on February 20, 1888, by Governor Robert S. Green. The following properly authorized representatives from the various public bodies, as required by law, were duly accredited: From the State Board of Education—Charles W. Fuller, State Superintendent; Nicholas Murray Butler, Ph. D. From the Board of Education of Hoboken—John Reid; David E. Rue, City Superintendent of Schools. From the Mayor and Council of Hoboken—Thomas H. McCann. From the Indus-



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trial Association of New Jersey—The subscribers to the funds: Mrs. Martha B. Stevens, and Dr. Houghton, County Superintendent. The Governor, by virtue of his office, being president of the board, the following other officers were elected: Vice-President, Dr. Houghton; treasurer, Thomas H. McCann; secretary, David E. Rue. The Board decided to continue the instructions which the Industrial Education Association had been conducting in the public schools following December, 1885, and the teacher employed by that body was reëngaged. The treasurer of the Industrial Association turned over to the Board the entire balances in his hands, being \$871.55, belonging to the Association; \$1,800, appropriated by the city of Hoboken in 1887; and \$4,079 appropriated by the State, making in all \$6,750.55. A report of the secretary to the Board of Trustees, given out in 1892, showed the progress made by the schools and gave particulars of their organization and equipment:

Your committee appointed to organize the industrial classes would respectfully report that the following teachers have been engaged, with the privilege on the part of the Board to dismiss them at any time if, in your judgment, it is for the interest of the schools to do so: Mrs. D. E. Rue, salary, \$50.00 per month, teacher in plain sewing, who visits one school each day and instructs five classes daily; Mr. George H. Schorey, salary \$50.00 per month, teacher in clay modelling; Miss Jeanette Palen, salary \$50.00 per month, teacher in drawing and wood carving; Miss Elizabeth Huger, salary \$50.00 per month, teacher in domestic economy; Mr. James S. Bloomer, salary \$100.00 per month, teacher in wood working. These teachers, except Mrs. Rue gave their instructions in four special class rooms, fully equipped, in a portion of the Martha Institute building, leased for this purpose, and pupils are sent by classes to these instructors from the grammar schools each day except Friday, the latter day being devoted to pupils sent from private schools of Hoboken. All the classes are in full operation and both the teachers and children evince the liveliest interest and enthusiasm in the work. The following is the number of pupils of the public schools now being taught in industrial studies: Mechanical Drawing, 146; Clay Modelling, 260; Wood Carving, 246; Plain Sewing, 495; Domestic Economy, 218; Wood Working, 222. Total 1,587.

The exhibit of the work in the several departments, the report went on to say, which was given in the month of May, in the large hall of the Martha Institute building, was a notable one. There were about five thousand children, including a thousand or more who came from Jersey City, West Hoboken, Union Hill, and North Bergen, and, but for the storm which prevailed during both days, the large hall would not have been sufficient to accommodate the throngs of people who thus manifested their interest in Hoboken's industrial education. Many of the visitors, indeed a very large portion, were from neighboring cities and interested in other industrial schools. The board was still in constant receipt of letters from different parts of the country, making inquiry about the methods, and this had led the board to contemplate issuing a simple primer of their own manual training. In regard to the practical results of the work as shown in this annual exhibit, the following quotation from a report made by one of the faculty of an institute of manual training in a neighboring city and published in the "New York Evening Post" was given:

The exhibition of a year's work in sewing, cooking, clay modelling, wood carving and joinery, from the pupils in public schools of Hoboken, which was held on Friday and Saturday last in that city, was a showing of much interest to many people. The instruction in manual training is in the hands of a board of trustees, who have brought together a small, but earnest and efficient band of teachers. The actual funds are now in great part, if not entirely, derived from city and state grants. The work is carried on in a building apart from the schools, in which all well-equipped work-rooms are fitted up.

The course in sewing, which is given in the last five classes of the grammar school, begins with outline running, stitching of geometric and freehand figures, and then extends through a series of well-graded exercises in overhanding, hemming, felling, sewing on buttons, making buttonholes, etc. The specimens of darning on stockinet and cashmere were exceedingly well done, and some very neat patching on striped calico was shown. The course ends with some

simple work in embroidery. All the exercises use but little machinery, and no elaborate finished pieces are attempted. Practice in paper cutting and folding is introduced into the course in order to teach proper methods of cutting and of using the scissors, and also as affording an opportunity for instruction in the proper combination of colors. Cooking is taken in the upper three classes for an hour and a half each week and the tempting array of practical results seen on Saturday testifies to the thoroughness and excellence of the instruction. The many specimens of breads, soups, jellies, and cooked meats certainly appeared to be in every way what they should be. It was evident that the endeavor had been to give a training of direct service in homes of moderate circumstances. Particular attention had been given to the saving of things that are commonly wasted, and a number of soups and other dishes were shown made from odds and ends not generally so used. A quantity of soap has also been made by the pupils from the grease left over from the lessons. The pupils have the entire use of the kitchen, which is a model of neatness and order, and in every case they clean and put away their own utensils. They are taught the washing of dishes and the care of towels. To bring, so far as possible, an intelligent appreciation of the subject, instruction is given to the classes in the simple facts of digestion and the chemistry of foods.

In the fourth class the boys practice clay modelling for one hour and a half a week. This is their first manual work. The exercises begin with the making of the type solids and the familiar appearance of these forms in nature, and end with simple work from casts. The results are, of course, crude in execution, as is inevitable with eleven-year-old pupils, but show a good foundation in form and perception, and the practice is prepared for further hand work. Wood carving is practiced during the next year, in an admirably graded series of lessons. The later exercises in this work showed in many cases a surprising degree of artistic feeling, and throughout the course a very broad and free treatment was noticed.

The exercises in joinery, which occupy two and one-half hours a week in the second class, resulted in a most interesting collection. The average age of the boys in this class is thirteen years and the course presents a very happy illustration of the well adapted and well graded exercises. After the first simple exercises in sawing and planing, a series of joints are made, running from the simple half lap to the single dovetails. All of the pieces are small and consume but little time and material, while the neatness and accuracy with which they are made show that they are well within the growing capacities of the pupils. At the end of the year one month is devoted to constructive pieces which illustrate the application of the elements previously covered. The articles exhibited comprise many small models of tables, stools, boot-jacks, easels, sleds, and doors.

Altogether the exhibition showed a most efficient year's work, and, considering the small amount of time given to the practice, reflects great credit on the ability and devotion of the instructors. These teachers, who have been in most cases specially trained for the work, have evidently studied the best practices in their different lines and availed themselves of the latest thought on the subject. Compared with these well arranged courses, the work of the New York public schools, exhibited last year at the Teachers' Bazaar Fair, was mere trash, and can hardly be classed in the same category. In adaptation to purpose, in economy of material and in the character of the work, the Hoboken exhibition was a success where the other was a lamentable failure.

In course of time the good example given in the Martha Institute building was followed generally in the schools throughout the city, the course being taken up with the grammar grades and in the high school.

In 1896, through the generosity of Mrs. Martha B. Stevens and her son, Richard Stevens, and other members of her family, a commodious and well-equipped building was erected at the corner of Park avenue and Fifth street. Part of this building was used for the Hoboken Public Library, and part for the Manual Training School, which later became the Industrial School. Here the work is still being actively carried on under the able superintendent, Richard A. Beyer, a "continuation school" being conducted in the daytime, and classes in sewing, dressmaking, millinery, cooking, and many other useful vocations, being instructed in the evenings.

The Hoboken Academy, another of the historic educational institutions of Hoboken, was established by American citizens of German descent who wanted to secure for their children the advantages of the advanced methods of education which made Germany long famous and to preserve the German language and promote it. The idea had long been discussed by the German element in Hoboken, and in May, 1860, a number of prominent Germans got

together to see what they could do with the project. The meeting ended in the organization of the Hoboken Academical Society. The first officers were elected June 9, 1860. A board of trustees was formed as follows: L. Huesmann, president; L. Korbett, vice-president; L. J. Stiastry, treasurer; J. Linnemann, financial secretary; C. L. Ruebsamen, corresponding secretary; L. Althof, F. Boelting, H. Huster, Dr. H. Kudlich, A. Aschenberg, G. A. Lindner, J. E. Keller, M. L. Cohen, A. Pfautz.

Before the closing of the year the Society had 250 members, who had subscribed over \$6,000. Four building lots were bought of the Hoboken Land and Improvement Company, the price for which was partially paid in cash, a mortgage of \$3,000 remaining, the interest on which was donated by Edwin A. Stevens every year until his death in 1868. The original building, erected as designed by Architect Hexamer, had an extension of sixty-three feet eight inches by thirty-one feet four inches. In 1861, at the end of January, the Hoboken Academical Society received its charter. In December, 1860, the Society had elected Dr. A. Douai to be the first principal of the Academy. In February, 1861, the school was inaugurated with appropriate exercises. In the execution of the programme, the Hoboken Quartette Club took a prominent part. On Monday, February 11, 1861, the regular work of the school began, one hundred and seventy-seven pupils being present.

As principal, Dr. Douai made his mark. He was a man of large scholarship, versed especially in educational theories, and keenly interested in the development of the adolescent mind. His name is inextricably bound up with the history of education here, for he was the founder of the first American kindergarten. The organization of the society on the other hand, composed of men of practical ideas, prevented any experimenting with fads or untested methods. The school consisted in the beginning of six classes and a kindergarten, and Hoboken may claim to have been the first city in this country having a school which made the kindergarten an integral part of its organization. The organization of the school was completed in 1868, when it took its permanent shape, with four departments, to wit: The kindergarten, for children under six or seven years of age; the primary department, the intermediate department, and the academic department, of three grades each. The original building was successively enlarged, first in 1864, next in 1874, when the wing on Willow avenue, containing a gymnasium and the singing hall, was erected. By these additions the mortgages on the building had grown to the amount of \$9,000. The ladies of Hoboken arranged a fair in the spring of 1881, as a result of which they made the society a present of \$7,800. This amount was applied to pay off the first mortgage and to repair the building. In 1882 the school received a legacy of \$1,000 by will from L. Stein. This enabled the trustees to pay the rest of the debt, so that after January 1, 1883, the school became free of debt. In 1892 the school received a donation of \$1,000 from the heirs of B. Huesmann, brother of the first president of the Academical Society. Dr. A. Douai resigned the principalship in June, 1866. His successors were: Philip Klund, who died December 11, 1873; Magnus Schoeder, who resigned July, 1880; Joseph Schrenck, who died March 10, 1890; Arnold Zuellig, who resigned June, 1891; Dr. Ernst D. Richard (1891-97); Dr. Heinrich Kaiser (1897-02); Dr. Walter F. Knox (1902-06); and then William C. Raymond, who began work in 1906.

In 1892 the University of the City of New York placed in the gift of the Hoboken Academy four prize scholarships, the holders of which would be admitted to the college courses without entrance examination. Stevens Institute allows the Academy four scholarships, one each year. The graduates of

the Academy, both boys and girls, have taken high rank in many of the leading colleges of the country, and are filling prominent and useful positions in business, professional and civic life.

Notable also among the educational institutions of Hoboken are the Catholic schools, which are run on much the same lines as the public schools, teaching the same branches of study, but giving particular care to religious education. A landmark in the progress of Catholic education in the city was the erection of the School of Our Lady of Grace, which at the time of its erection was exceeded in size and accommodation by few public schools in the State of New Jersey. The school house cost over a hundred thousand dollars, not counting, the cost of the land, and was made to accommodate 3,000 children. The building was due to the initiative of Father Patrick Corrigan, pastor of the Church of Our Lady of Grace. Since the erection of this fine school other important Catholic schools have been established in the city. Notable, too, is the Academy of The Sacred Heart, conducted by the Sisters of Charity, in which some higher branches of study are taught.

A word is in order here about an educational institution as valuable as any—the Public Library—which was established in accordance with the general Jersey law on libraries in 1890. The revenue of the library is fixed by the law and comes from a tax of one third of a mill on real and personal property of the city and is levied annually by the assessor. This is sufficient to cover expenses and allow the trustees to buy books every year. The library was started with 3,900 books, to which over a thousand were soon added by purchase and gift, making the total number of books in the library at the end of the first year over five thousand. Nearly a thousand German books were soon added to this total. At the present time, that is in 1924, the Library has over 115,000 books. It has an excellent law library, which it calls the Russ Library, the gift by will of Edward Russ, a prominent Hoboken lawyer, who died in 1914. Mr. Russ had deeded the proceeds of the sale of his law books to the Public Library, but the library preferred to take them over rather than sell them. The law library is kept up-to-date. Thomas F. Hatfield, a former member of the Board of Education, still continues as librarian, having now held that position for thirty-four years, that is from the year 1889.

CHAPTER VIII.

CHURCHES OF HOBOKEN.

There have been always people of various denominations in Hoboken, but the larger religious organizations date from the period of its township. Hoboken with its variety of people from different lands has been as cosmopolitan in belief as in origin, but it has been a quiet town, despite its vicinity to a great metropolis, and it has been particularly attractive as a home town to people grave in character and of settled ways of life. Its religious life has been thriving, and there are numerous churches. About a third of the population is Catholic and the other denominations are distributed in the proportion usual in cities on the east coast. The oldest important religious organization is the Episcopalian, while the German Lutheran has perhaps a larger proportion of members than is usual in the average American city.

Episcopal—St. Paul's Protestant Episcopal Church is the oldest in Hoboken. The first services of which there is any record were held in 1832. William Tryon, a teacher in the village school, a candidate for holy orders, and a licensed lay reader, began the services, which were held in the small village



VILLA ON THE HUDSON NEAR WEEHAWKEN

school building. Objection being made to the use of the building for such purposes, the services ceased for a time. The Van Buskerck brothers, Abraham L. and John, caused another building to be erected, and in this the services were continued. It soon became evident that a church organization could be effected, and in March, 1835, a meeting was held for the purpose of effecting such an organization. Names appear in the records of this meeting which have never left the parish books. John Stevens, then over eighty, provided the land and money for the church and he was elected senior warden. James Gore King, who also helped the young enterprise, was elected junior warden and treasurer, and so remained till his death. William Tryon was made secretary. The vestrymen were: Robert L. Stevens, Thomas A. Conover, Thomas B. Gautier, John Van Buskerck, Abraham L. Van Buskerck, Peter Ritter, P. D. Van Rensselaer, George W. Morton, and Dr. Richard F. Cook. The Rev. Robert Davis, a visiting missionary who came when his services were needed, acted as chairman of the meeting. On March 16, 1835, the same people met again and formally consummated a church organization in accordance with the laws of the State of New Jersey and the canons of the Protestant Episcopal Church. On the motion of George W. Morton, it was resolved that the corporate name and title of the church be "The Rector, Church Wardens, and Vestrymen of St. Paul's Church of Hoboken." Subscriptions were made for the erection of the church building. Old Trinity Church of New York gave \$1,000. Other sums were donated by the Astors, the Lorillards, the Stevens, the Kings. The corner-stone of the church building was laid May 27, 1836, by Dr. Doane, bishop of New Jersey. The building was completed on October 27 of the same year. On All Saints Day of the same year it was formally set apart and consecrated to religious service. The building was a frame structure, and was used for thirty-five years, being enlarged in 1851. In 1870 it was decided to sell the old church property and to build farther uptown, for business was encroaching on the church premises then at the corner of Hudson and Third streets. The sale of the church premises was made to the Hoboken Land and Improvement Company for \$23,400. The new lot and church building cost \$52,000.

The first rector of the parish was the Rev. John M. Ward, who officiated for the first time on the fourth Sunday in Lent, 1835. He was succeeded by Dr. Cruse (1840-44), the Rev. R. F. Burnham (1844-48), Rev. Ralph Hoyt, Rev. Mr. Moore, (1849-51), Rev. V. Bruce, (1851-66), Rev. N. Sayre Harris, (1866-71), Rev. Mr. Hartmann, (1872); Rev. J. E. Johnson, (1873-77), Rev. C. L. Newbold, (1878-82), and the Rev. W. R. Jenvey.

In 1883, the Rev. William R. Jenvey came out of the Far West and began his thirty-year rectorate, which was of far-reaching importance and benefit, not only to the parish but also to the Diocese of Newark, and the whole community. Besides being rector of St. Paul's, Dr. Jenvey was also archdeacon of Jersey City, secretary and finally president of the Standing Committee of the Diocese, president of Christ Hospital, president of the United Aid Society of Hoboken, and president of the Board of Trustees for Industrial Education, and he was active in many more organizations for the welfare of the community. He had served in the Union army throughout the Civil War, and he was a prominent member of the Grand Army of the Republic, and on every Memorial Day he would preach to all the veteran organizations assembled in the church. When Dr. Jenvey resigned in 1913, after thirty years' service as rector, he was elected rector emeritus. He was succeeded by the Rev. Waldo Adams Amos, who served until 1918, when he resigned to go into Red Cross work with the United States army in the World

War. The Rev. Henry Baldwin Todd then became rector, and served until 1922 when he accepted a call to Trinity Church, Waterbury, Connecticut. After a few months' interval, the Rev. George F. Collard became rector in October 1922, and served until July, 1923, when he resigned to return to Christ Church, Hackensack.

After several months' interregnum, St. Paul's has now the Rev. Dr. Frank C. Armstrong, who assumed the regular duties of rector in February, 1924. Dr. Armstrong has served for several years as chaplain in the United States army. He went overseas with the First Division, American Expeditionary Forces, and was wounded in action.

The new St. Paul's was erected in 1870 during the rectorship of Mr. Harris. Great things were done during Mr. Johnson's administration. The bonded debt was greatly reduced, the church interior improved, and foundations laid for the prosperous future. Mr. Newbold still further reduced the indebtedness. Mr. Jenvey found the church unadorned and incomplete, the chancel having never been built. In 1888 the congregation donated over \$5,000 and with the addition of another \$3,000 a fine chancel was built. In 1886 a rectory was also built. On Easter Sunday the offerings of the congregation extinguished the indebtedness, made repairs possible and put the church in a fit condition for consecration. On November 5, 1891, fifty-five years after the consecration of the former church building, the new building was also consecrated. The bishop of Newark was the consecrator; the bishop of Pennsylvania was the preacher; the bishops of New Jersey, Nevada, and Utah, with about sixty-five clergy, were in attendance.

In 1853 it was thought necessary to have another Episcopal church in Hoboken, and in September of that year a number of people met at the "Town Hall" and organized the parish of Trinity Church by the election of wardens and vestrymen, the Rev. N. W. Camp being elected rector. The first services held by the new rector were in the parlor of his residence on Washington street. Services were afterwards held in Odd Fellows' Hall until September, 1856. In April, 1854, the Sunday school was established. In October, 1855, the Rev. John W. Clark was called to the parish and, shortly after, the vestry purchased lots on the corner of Washington and Seventh streets. The ground was broken for the new building in November, 1855, and the corner-stone was laid on December 18, following. The church was finished in August, 1856, and the first service was held in September of the same year. A memorial chapel was built at the southeast corner, known as Grace Chapel, in memory of Miss Grace Wright. The church was dedicated in October, 1858. The Rev. John W. Clark was succeeded by the Rev. N. S. Harris, who resigned, after eight years' service, in 1865. A rectory and school house were completed in 1865 at a cost of \$40,000. The Rev. Frederick Fitzgerald was the next rector, who at the end of a year was succeeded by the Rev. R. W. Howes who remained from 1866 to 1874, when he was succeeded by Dr. Hodgson, who was succeeded by the Rev. G. C. Houghton, M. A. Later the chancel of the church was taken down and an extension, about forty feet in length, was built at a cost of \$10,000. Then a new parish building was added to be used for Sunday school purposes. Attached to the church was the Trinity Church Guild, the objects of which were the furtherance of social and literary gatherings of the people, and parochial works and improvements. Mothers' meetings were organized in aid of the poor. There were organized an Altar Society, a house-work class, an industrial school, and a choir. In commemoration of Dr. Houghton's successful rectorship, the vestry had a celebration consisting of a full week of services, festivals and social meetings. Each

day of the week had its celebration, and a reception to the rector was given in the parish building, and there was also a choir festival. A gothic pulpit, stained glass windows, choir banner, eagle lectern and reredos were added to the church on this occasion. In 1891, after meeting all obligations, including charity work, there was a surplus of seven hundred dollars. The Trinity Chapter of the "Brotherhood of St. Andrew" was organized to work among the young men. The St. Agnes Chapter of the "Daughters of the King" was organized to work among the young women. Trinity Church is one of the largest religious organizations in Hoboken, with the exception of the Catholic Congregation of Our Lady of Grace. The rectors of Trinity Church since Dr. Houghton, have been the Rev. James C. Mitchell, the Rev. William Bernard Gilpin, and the Rev. Malcolm A. Shipley.

The Church of the Holy Innocents, also Episcopal, is a Memorial Free Church endowed under a trust given by Mrs. Edwin A. Stevens, after the death of her daughter, Julia Augusta, at Rome, Italy, in 1870. The trustees, Robert J. Nevin, Martha B. Stevens, and John Stevens, were empowered to found a free memorial church in Hoboken, with charitable institutions attached to it, and with the power of afterwards founding other churches and institutions in Hoboken or elsewhere, or of assisting those already existing. In August, 1872, the corner-stone of the church was laid by Dr. Odenheimer, bishop of the diocese. In August, 1874, the church was consecrated by Bishop Odenheimer. The church is an artistic building, and one of its windows is extremely ornate—triangular or fan shaped, of Ohio stone richly carved with foliage and flowers, adorned with shafts of polished granite, the whole enclosed in double arches of Ohio and brown stone. It has a design of the infant Christ in glory, with worshipping angels; below, the figure of Rachel weeping for her children. The church is built entirely of incombustible materials. The present rector, the Rev. G. Ernest Magill, has had a long and successful term of office.

Catholic—The Catholic element in Hoboken is numerous and powerful, and at the time the church of Our Lady of Grace was built it was the largest church edifice in New Jersey, while the school attached to it was said to be one of the largest parochial schools in the United States. There were about twenty thousand Catholics in Hoboken at that time, more than a third of the whole population, and considerably more than half of the church-going population. The proportion has been pretty well maintained to the present time. Hoboken had not long developed in its career as a city before it had four Catholic churches: The Church of Our Lady of Grace, St. Joseph's Church, The Church of St. Peter and St. Paul, and St. Francis' Church. Before 1844 there were few Catholics in Hoboken, and these attended church in New York or Jersey City, or a priest from those centers visited Hoboken. The Rev. John Rogers, a young Gael educated in Ireland, was appointed the first pastor in Hoboken. He used to say mass in the Phoenix Hotel. His appointment to New Brunswick in 1845 left Hoboken without a Catholic pastor until the arrival of the Rev. Antonio Cauvin in July of 1851. This Italian priest attended to all the Catholics that were scattered over North Hudson. In 1851 he built a frame church in West Hoboken. In 1855 he erected the little brick church and rectory that were taken down in 1891 to make room for the great school. He introduced the Sisters of the Poor in 1863 and he built a school in 1864. After a labor of twenty-two years, during which he purchased all the block—twenty-four lots—on which the great church and school later stood, he went back to Europe in 1873. The cost of the ground pur-

chased by him was forty-seven thousand dollars and the building erected on it cost twenty-two thousand, while only twenty-one thousand of debt remained. Father Cauvin was succeeded by Father Major C. Duggan, an energetic Gael, ordained in the United States. In May, 1874, he began the foundation of the great church designed by F. G. Himpler in the Gothic style of the thirteenth century, but gave up the work after spending about fifty thousand dollars. Father Senez, pastor of St. Mary's Church, Jersey City, followed, but deterred by the financial prospect, he asked Father Patrick Corrigan, who had succeeded him in Jersey City, to permit him to return to his church. Father Corrigan agreed and as a result came to Hoboken in September, 1876.

Father Corrigan was a Gael of great spirit and will. He entered a discouraged parish, with few resources in comparison with the demands upon them. He called on his friends of Jersey City for a loan of twenty thousand dollars and resumed work. His leadership was effective. The congregation responded and the great church was dedicated in November, 1878, after an expenditure of a hundred thousand dollars. Father Corrigan was not only a man of action, but a scholar who did his own thinking and whose personality won for him a national reputation. In 1883 he wrote and published pamphlets in which he insisted with eloquence and argumentative skill that the clergy should have a voice in the election of bishops, as a means of strengthening the Catholic church and bringing it into harmony with modern representative methods. Much of the spirit of the famous Columcille and the medieval pathfinders of the Gael, who did so much for European culture, lived in him. He attached to his church numerous societies who were imbued with his leadership. He guarded the interests of a school of nearly fifteen hundred children, the total expenses of which from year to year without one cent from State, county or city continued, then as now, to be borne by the congregation. Father Corrigan was succeeded by Monsignor Kelly, and he in turn by Monsignor Eugene Carroll, the present rector, under both of whom the parish has continued to grow and prosper.

St. Francis' Church, on Third and Jefferson streets, was erected for the use of the Italian Catholics of Hoboken. In April, 1888, the site, a hundred by a hundred feet, was purchased by Father Dominick Marzetti at a cost of \$5,000, and in June of that year the first pile was driven. In the subsequent August, Bishop Wigger laid the corner-stone. In May, 1889, Dr. Conroy, bishop of Albany, New York, dedicated the church on the anniversary of the dedication of the patriarchal church of St. Francis, at Grisi, Italy. The total outlay aggregated \$30,000. Father Marzetti, who from 1880 had been pastor and superior of the Franciscans of St. Joseph's Church, gave up the charge of St. Joseph's and the superiorship to give himself more largely to the work at St. Francis'.

In 1889 Bishop Wigger of the Newark Diocese commissioned the Rev. L. Hofschneider to find a site for a church for German Catholics in Hoboken. As a result two lots were acquired in Hudson Square Park for \$28,000. The parlor of the house on one of these lots was used as a chapel, the first services being held in May, 1889. The corner-stone of the church was laid on December 15 of that year by Bishop Wigger. In the summer of 1890 Bishop Wigger dedicated the church in honor of the apostles, Saints Peter and Paul. Afterwards a school was attached in which German as well as English was used as medium. A house for Sisters was later attached. Father Hofschneider, after many years of service, was succeeded by the Rev. F. E. Bogner, the present rector.

St. Joseph's Church was founded in 1874 and the first pastor was Father Alphonsus Zoeller, O. M. C. He was succeeded by Father Marzetti, later pastor of St. Francis'. A parochial school was added, which was managed by the Sisters of St. Francis.

Lutheran—One of the oldest congregations in the city is St. Matthew's Lutheran Church. The Rev. C. M. Wossidle, a native of Pomerania, who had served a German Lutheran church in Albany, New York, began his work among the Lutherans in Hoboken in October, 1856. He was aided in his work by the churches of St. Matthew and St. Mark in New York City. At that time he had only sixteen communicants. In 1858 there were forty-eight and two years later forty-six. The congregation was started in 1856, and in 1864 the communicants, numbering eighty-eight, were able to buy the old Presbyterian church property at the corner of Washington and Third streets for \$6,700, of which \$4,000 was paid at the time of purchase. The church was dedicated the same year. In 1867 the communicants numbered a hundred and twenty-nine. His successor was the Rev. Mr. Hafermann, who was called directly from Germany, but whose tenure was unfortunate despite his learning. Nevertheless it was during his time that the fine new church was built at Eighth and Hudson streets, with a steeple 150 feet high, containing clock and bells, with comfortable parsonage attached. The Rev. P. Eirich succeeded Dr. Hafermann. His tenure was even more stormy than that of Dr. Hafermann. Difficulties at once arose and he encountered strong opposition, and after successive struggles the congregation deposed him and demanded his departure. He was succeeded by the Rev. Alexander Richter in 1890, who proved a popular preacher and whose tenure was peaceful. Rev. Alexander Richter, after serving with credit for many years, was succeeded by the Rev. H. Brueckner.

Presbyterian—Another old church is the First Presbyterian. In 1851 the Rev. I. P. Stryker, acting under the direction of the Third Presbytery of New York, began holding Sunday services in the old Baptist church, on Washington and Third streets. In 1852 he had gathered a congregation and Sabbath school, so that the property was purchased from the Baptist society, and on June 9, 1852, the church was formally organized, and Andrew Rose and Joseph Boynton were ordained as elders. Mr. Stryker was pastor and served till 1856, when he was succeeded by the Rev. W. H. Babbitt, who acted till 1867. In 1864 a new church was built. The old church was sold to St. Matthew's German Lutheran Church for \$6,700, and a new plot was purchased on Hudson and Sixth streets. The corner-stone was laid in 1864, and the building dedicated in 1865. There were additions made and in 1872 the Women's Foreign Missionary Society was organized. Later were formed a Ladies' Aid Society, Young People's Association, Young People's Society of Christian Endeavor, Boys' Brigade, and Mission Sabbath School. The present pastor, the Rev. Dr. H. T. Beatty, has been in charge for more than thirty years, and he is the senior clergyman in Hoboken, in time of service there.

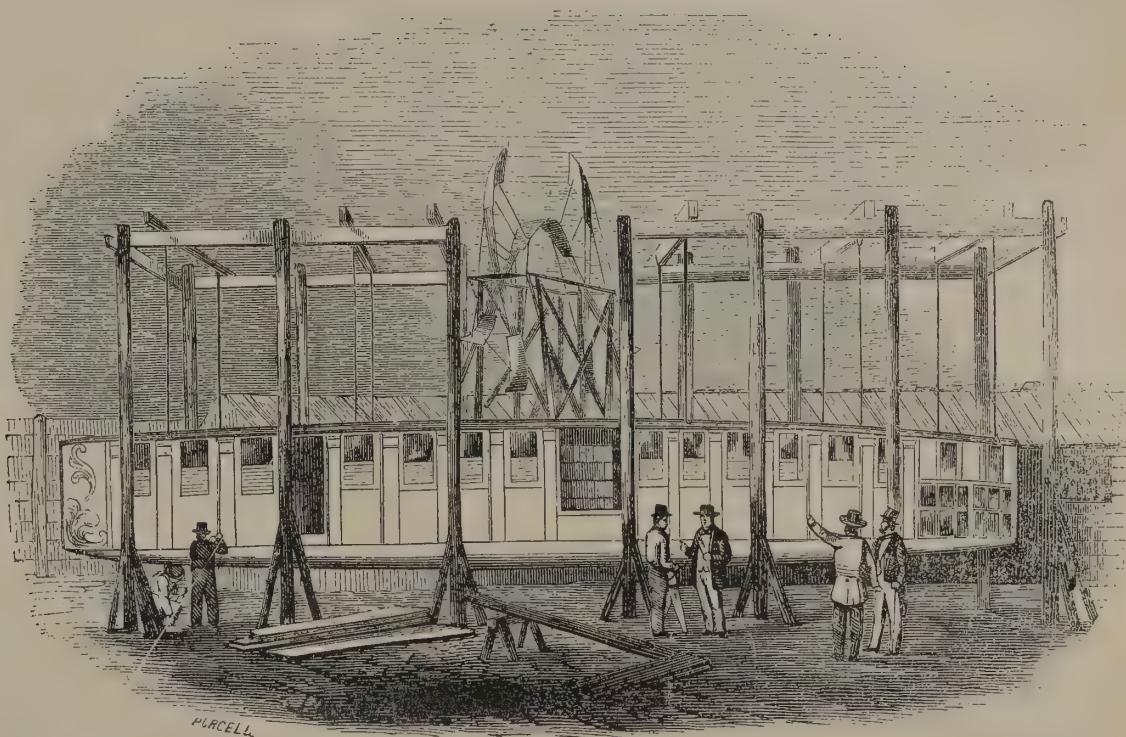
The First United Presbyterian Church was organized in 1854. It was originally a congregation of the Associate Presbyterian Church. In 1858, by the union of the Associate Reformed Presbyterian and Associate Presbyterian churches there was formed the United Presbyterian Church. In 1856 the congregation erected a church on the corner of Seventh and Bloomfield streets. During the pastorate of Dr. Henry Allen, a mission was established on Jersey City Heights, and this mission developed into the Second United Presbyterian Church of Jersey City. From 1885 to 1891 the congregation

was without a stated gospel ministry, but in the latter year Dr. Stewart, of Pittsburg, was installed pastor, and the church was thoroughly repaired. Since then a get-together spirit has characterized the church.

Methodist—Methodism began in Hoboken in September, 1838, by establishing a mission in the school house of the "Square," the preacher being Richard Horton, of New York. In 1846 the first society was organized by the Rev. David Graves with fewer than twelve members. In that year Bishop Janes laid the corner-stone of a church building. Another was completed in 1851. In 1865 the city of Hoboken disputed the right of the church to hold the property, claiming that Colonel Stevens had set apart the land for a public square. The matter came to trial October 12, 1865, and six days later the jury returned the verdict: "That they find the defendants (the church) guilty of trespass in ejectment and assess plaintiffs (the city) six cents damages, and recommend that the city pay the said church liberally for the expense they have been to in building on said square." The next session of the Legislature passed a law authorizing the electors of Hoboken to decide whether they would pay the church for the loss of its property or not. At the next election it was decided by an almost unanimous vote to reimburse the church. The society was allowed to worship in the building until 1868, when it was dispossessed and found a home in the Martha Institute. A new chapel was dedicated on Washington street. In 1875 "The Free Tabernacle" was organized, but in 1883 was reunited with the "First" Church. Another offshoot was the German Methodist Episcopal Church, and this in 1900 had about a thousand probationers.

Baptist—The First Baptist can also look back on three-quarters of a century of history. In 1845 the church was organized by a few Baptists, and meetings were held in the "Hoboken Institute." In 1847 a hall was dedicated to worship, and another was built in 1852 in which the Baptists worshipped for nearly forty years. This, in 1889, was sold to St. John's Lutheran Church and a new church was dedicated in 1891. The church also carried on a successful mission on Second street.

Reformed—The German Evangelical Church is the oldest German church in Hudson county and is connected with the Reformed Church of America (Classis of Bergen, Particular Synod of New Brunswick). The church was founded with twenty members in 1856 by the Rev. Leopold Mohn, who was formally called as pastor and installed May 14, 1857. The corner-stone of the church was laid June 2, 1859. The first church fair was held in December, 1864. On October 8, 1866, the corner-stone of the "Martha Institute" was laid, and till the death of Mr. Stevens, ten years later, the academy was in a flourishing condition. Later, one half of the building was rented by the city and occupied by the Manual Training School, while the parochial school was run on a smaller scale. In 1874 the church was rebuilt and enlarged. The twenty-fifth anniversary was celebrated in September, 1881. Dr. Mohn died in 1885, the church honoring his memory by a marble plate in the sanctuary. In 1892 the church had six hundred communicants and seven hundred children in the Sunday school. A split in the church in 1889 greatly affected the membership. Dr. J. Rudolph was installed pastor in 1889. Since then the church has shown healthy progress. The Tabitha Verein (Ladies' Aid Society) and the Jugend Verein (Young People's Society) are church societies that have done good work. Dr. Rudolph, after a long and successful ministry, died in 1922, and was succeeded by the Rev. Adalbert Wettstein, the present pastor.



FLYING SHIP, AS NOW IN PROCESS OF CONSTRUCTION AT HOBOKEN, N. J.

SATURDAY, MARCH 25, 1854.

Miscellaneous—Among other old and important churches in Hoboken are the First Protestant Reformed Church, the German Evangelical Lutheran, St. John's Church, the German Methodist Episcopal Church, the Norwegian Free Church, and the Temple Adas Emuns. The religious and cultural life of Hoboken has from the beginning run broad and full. The city is quite free from sectarian jealousies, and every man is free to accept whatever answer to the riddle of the universe he pleases. Man in the presence of the infinite is an indecisive figure whose especial need is a metaphysics of sympathy rather than of cocksureness and intolerance. A progressive city of the most modern type, the cast of mind native to Hoboken is not material. The ever heightening wave of modern culture washes too this ancient city on the Hudson and its brightest minds are quite cognisant of the value of religion and of ethical ideals in their bearing on even the mortal course of man apart from the world that may lie beyond.

CHAPTER IX.

INDUSTRY AND COMMERCE.

The commercial and industrial interests of Hoboken are important. Few cities of its size can refer to a busier community. Its manufacturing interests give employment to a great population that finds its home not merely in Hoboken but in New York and in the adjacent townships and cities. Hoboken is preeminently a manufacturing city, favored, as we have shown, by water and railroad communications that are not excelled. From the beginning of the century the growth in its manufactures has been steady. It may indeed be said, according to the latest census, that in given periods it has progressed more rapidly in the number of new industries, the capital invested, the value of products, the number of employees and amount of wages than any neighboring city. It may also be said that there are very few cities in the United States with industries as diversified as Hoboken. This of course, is due in part to its unrivalled situation in close proximity to the world's most remarkable city of which indeed it forms an integral part, for the narrow strip of the Hudson which separates it from New York is little more than an artery or tissue naturally serving the differentiation of one organ from another in an individual corporeal system.

To take a single period at random—in 1900 the number of manufacturing establishments in Hoboken amounted to 194; in 1905 the number of manufacturing establishments amounted to 279, an increase represented by 43.8 per cent. In 1900 the capital invested in Hoboken—and here as in the previous item only manufacturing establishments are taken into account, neighborhood industries and hand trades, such as building trades, dressmaking, custom millinery, custom sawing and grinding, cobbling and black-smithing being left out of account—amounted to \$7,475,164; in 1905 to \$11,776,607, representing an increase of 57.5 per cent. In 1900 salaried officials numbered 402; in 1905 salaried officials numbered 725, representing an increase of 80.3. In 1900 the amount of salaries paid in manufacturing establishments, limited in the manner we have indicated, amounted to \$495,394; in 1905 the amount of salaries paid amounted to \$913,407, representing an increase of 84.4 per cent. In 1900 the number of wage earners in the circumscribed industries amounted to 5,712; in 1905 the number was 7,228, representing an increase of 26.5 per cent. In 1905 the wages paid in those industries totalled \$2,625,042; in 1905 the wages paid amounted to \$3,572,667, an increase of 36.1 per cent. In 1900 the cost of ma-

terials in these industries amounted to \$5,025,963; in 1905 the cost of materials amounted to \$6,580,233, an increase of 30.9. In 1900 the value of products in these establishments amounted to \$10,483,079; in 1905 the value of products amounted to \$14,077,305, representing an increase of 34.3 per cent.

As showing the comparative rate of increase in the several items named in neighboring cities in the same years the following may be presented:

Per cent. of increase in number of establishments—Hoboken, 43.8; Jersey City, 17.2; Newark, 1.7.

Per cent. of increase in capital invested—Hoboken, 57.5; Jersey City, 4.8; Newark, 22.5.

Per cent. of increase in number of salaried officers, clerks, etc.—Hoboken, 80.3; Jersey City, 47.4; Newark, 23.2.

Per cent. of increase in salaries to officers, clerks, etc.—Hoboken, 84.4; Jersey City, 46.7; Newark, 27.2.

Per cent. of increase in number of wage earners—Hoboken, 26.5; Jersey City, 17.0; Newark, 18.2.

Per cent. of increase in amount paid wage earners—Hoboken, 36.1; Jersey City, 25.6; Newark, 25.8.

Per cent. of increase in value of products—Hoboken, 34.3; Jersey City, 3.9; Newark, 33.1.

The following is a list of the principal manufacturing establishments in operation in Hoboken with the approximate number of persons employed, the number in many cases being liable to increased figures: American Ink Company, printing inks, 20; American Lead Pencil Company, pencils and penholders, 1,400; American Novelty Printing and Embossing Works, textile printing, 40; American Veneer Company, built-in veneer panels, 60; William H. Atkinson Company, dredging machinery, 75; Autographic Register Company, autographic registers, 150; Barr, Thaw & Fraser Company, cut stone, 20; Beck Brothers, silk goods, 12; Bijur Motor Lighting Company, electric lighting and starting equipments, 900; John Brede's Sons, wagons and trucks, 10; C. Buchholtz Company, fireplace fittings, 30; The Button Machinery Company, vegetable ivory buttons, 75; Casazza Hat Works, ladies' straw and felt hats, 10; Clark Machine Works, machinery, 5; Chocolat-Menier, cocoa, chocolate, candy, 100; Commonwealth Chemical Corporation, chemicals, 13; Consolidated Iron Works, tubular steel wheelbarrows, 30; Cooper-Hewitt Electric Company, electric lamps, 250; F. Conversano & Son, children's dresses, 50; Cravenette Company, U. S. A., waterproofing fabrics, 35; R. B. Davis Company, baking and dry yeast powder, 350; the Davis-Speyer Company, architectural woodwork, 35; J. Deltour, Inc., bamboo novelties, 7; T. W. Dorsett Company, sheet metal work, 6; D. V. G. Manufacturing Company, wooden boxes, 300; Ebbecke Furniture Company, Inc., furniture, 175; Elevator Supplies Company, elevator accessories, 600; European Color & Chemical Co., colors and chemicals, 10; Federal Metal Bed Co., metal beds—iron and brass, 140; Ferguson Brothers Manufacturing Company, screens and furniture novelties, 425; F. Ferguson & Son, propeller wheels and grate bars, 70; Fischer-Sweeney Bronze Company, bronze and aluminum castings, 100; S. Fisher & Co., Inc., confectionery, 100; W. & A. Fletcher Company, marine engines and boilers, 750; Flynn Brothers, foundry—brass and copper, 14; George Focht Sons, hoisting buckets, etc., 6; Front Drive Motor Company, automobile fire apparatus tractors, 50; Gefes Machine Company, Inc., automatic paper working machines, 40; M. Gross & Company, Inc., fur dressing, 18; Helkulin Chemical Company, aniline colors, 5; Hobbs Wall Paper Company, wall paper and decorations, 150; Hoboken Box Company, packing boxes, 8; Hoboken Paper Mill Company, paper, 95; Hoboken Ribbon Company, silk ribbons, 250; Hoboken Sanitary Company, insecticides and disinfectants, 5; Hoboken Skein Silk Dye Works, skein dyeing, 5; E. H. Hor-

wood & Company, underwaists and brassieres, 200; Hotopp Varnish Company, varnish, 8; William Hunter Machine Company, machinery—rock drilling, 13; Ideal Middy Waist Company, children's dresses, 14; Interstate Shade Cloth Company, window shade cloth and shades, 60; Iron Renovating Company, refinishing and recoloring carpets, 55; Italo Marchiony, ice cream cones, 15; H. J. Jaeger Company, incandescent electric lamps, 52; Jacobs Brothers, children's dresses and rompers, 50; Jefferson Tungsten Company, tungsten metal, 16; P. H. Kearney & Sons, coppersmithing, 12; Kemmett Paper Box Company, paper boxes, 20; Keuffel & Esser Company, surveying and nautical instruments, 50; Joseph Kitz, brewers' specialties, 4; Klein & Greenspan, cloaks and suits, 30; Knoburn Company, fireproof doors and windows, 40; Koscherak Siphon Bottle Works, bottlers' supplies, 50; D. Krakower, cloaks and suits, 6; Lehman & Company, leather goods, 150; Lehman Brothers, refined brass and copper, 30; Leshnover Brothers & Perrin, cloth and straw hats, 125; Lightfoot-Schultz Company, toilet soaps, glycerine, 60; Alois M. Lutz, lighting fixtures, 20; Lux Manufacturing Company, tungsten and nitrogen electric lamps, 175; Robert Mayer & Company, lithographic inks and zinc plates, 17; McCleery Button Company, cloth covered buttons and tacks, 60; Henry A. Miller & Company, bookbinding, 9; Minnet & Company, willow furniture and baskets, 25; Mir, Codina & Marques, corks and specialties, 32; Henry Moller, castings, 8; Neumann & Company, fancy leather, 200; New Jersey Tungsten Lamp Company, incandescent electric lamps, 15; New Process Cork Company, cork disks, crown caps, 100; New York Bottlers' Supplies Manufacturing Company, siphons and machinery, 35; New York Silicate Book Slate Company, book slates, silicates, 25; New York Switch & Crossing Company, railroad equipment, 75; Nilson-Miller Company, auto parts, gas engines, etc., 55; Old Jersey Model Baking Company, bread, 15; Oldmer Iron Works, structural iron and steel, 30; Owens & Traeger, paper boxes and ribbon blocks, 385; Prana Carbonic Syphon Company, syphons and carbonets, 19; Preston Shirt Company, men's shirts, 60; Progressive Silk Finishing Company, silk finishing, 75; George Quackenbush, corset fabrics, 50; Rattan & Cane Company, carseating, 20; Reade Manufacturing Company, insecticides and disinfectants, 9; Reedy Elevator Company, elevators, 50; Reliance Tire & Rubber Company, automobile inner tubes, 25; Remington Arms (U. M. C.) Company, brass cases and bullets for shells, 3,000; Riches, Piver and Company, lead and copper compounds, 15; F. J. Rooney Lamp Company, incandescent lamps and commercial fuses, 130; William Schimper & Company, silver and plated novelties, 210; Schrenk & Company, mirrors, 85; J. Schwarzwald & Sons, Inc., wooden tanks and casks, 100; Shults Bread Company, bread, 325; Charles S. Shultz & Son, mason's materials; Springmeyer, Pattberg & Company, fancy leather goods, 100; Summit Brass & Iron Works, brass and bronze church goods, 5; Thomson & Gouze, veils, 5; Three Point Truck Corporation, motor trucks, 14; Tidewater Iron Works, steel smoke stacks, contractors' buckets, etc., 20; Tietjen & Lang Dry Dock Company, shipbuilding and repairing, 1,900; Tucker Machine Works, machinery, 5; Union Iron Works, pipe, hammer, derricks, etc., 100; United States Rattan Company, rattan furniture, 50; United States Willow Furniture Company, willow furniture, 70; Universal Macaroni Company, macaroni, 15; White Metal Manufacturing Company, collapsible tubes, etc., 160; Wilson-Abegg Company, fountain pens, 10; Wilson Brothers Iron Works, forgings, 15.

The American Lead Pencil Company is not only one of the largest of the industries of any kind in Hoboken, being surpassed in the number of people employed by it only by Tietjen & Lang Dry Dock Company, and by the

Remington Arms Company (during the war), but is also one of the largest establishments of its kind in the world. The company was founded in 1860 by Edward Weissenborn, something of a mechanical and chemical genius, who made vast improvements in the manufacture of lead pencils, and who from the beginning set the company on the path of progress which it has followed to this day. The works of the company comprise in area a city block, apart from outstanding buildings and offices in New York. The cedar wood required in the manufactory was from the outset collected in various parts of Florida and rafted to Cedar Keys, where the company maintained a large depot for cedar logs. The string of differentiated processes required to produce an article as simple as a lead pencil would not be easily inferred by the uninitiated. About twenty different professions are called upon to contribute a quota of their skill. Chemists, machinists, carpenters, lumbermen, wood-sawers, printers, dyers, miners, millers, polishers, japanners, varnishers, gilders, gold leaf beaters, steel engravers, die-makers, brass-workers, nickel platers, rubber-makers, are only some of the various craftsmen who preside over operations needed for the production of the perfect lead pencil. And the varieties in purpose and style are likewise remarkable. The American Lead Pencil Company manufactures about eight hundred varieties of lead pencil and colored pencil adapted for every purpose to which a pencil is likely to be put; it manufactures also over three hundred styles of penholders; an immense range of steel pens; rubber bands and rubber erasers of all sorts; and in addition to these, it has a line of metal goods and novelties. They have agencies in South America, Canada, England, France, Germany, Russia, China, India, Australia, Egypt, and other places, and their pencils and other goods are known in every part of the world where pencils are in use. The company supplies all the departments of the United States Government, and colleges, academies and schools all over the country. The management of the company is in the hands of L. J. Reckford, J. K. Reckford, S. J. Reckford, and E. L. Ashton.

Among the older industries whose career is entwined with the manufacturing history of Hoboken should be also named the Keuffel & Esser Company, located at the corner of Third and Adam streets. Thirty years ago the establishment was a large brick structure, five stories high, having a frontage on Adams street of 125 feet and 140 feet on Third street, and fifty feet on Grand street, forming an L. Since then alterations and extensions have been made, and a large new building of reinforced concrete has been erected covering the block between Adams and Jefferson streets. This house was founded in 1866 by William Keuffel and Hermann Esser, and in 1889 the company was incorporated under the management of the original proprietors. The company's output comprise everything in drawing materials, surveying, and mathematical instruments. The heads of the company have been marked by originality in their field, continually producing new instruments, and increasing in refinement the older instruments. Their drawing and surveying instruments have been rewarded with numerous medals. The present heads of the company are: W. G. Keuffel, C. M. Bernegau, W. L. E. Keuffel, C. W. Keuffel, A. W. Keuffel, and Karl Keller.

Another of the older companies is the W. & A. Fletcher Company, founded in September, 1853, by William Fletcher, Joseph G. Harrison, and Andrew Fletcher, associating themselves under the firm name of Fletcher, Harrison & Company, establishing the North River Iron Works, at 266 and 267 West street, New York City. For the first two years of their existence they confined themselves entirely to repair work, but in 1854 they built their first new engine and boiler for the steamer "James M. Elmore." In 1856 they built



AIRPLANE VIEW OF LIPTON BUILDING, HOBOKEN

the engine and boiler for the steamer "Sylvan Shore," and two years later those for the steamer "Sylvan Grove." The firm continued unbroken until 1880, when Mr. Harrison retired and the firm name was changed to W. & A. Fletcher. This concern was continued until 1883 when, upon the death of William Fletcher, the concern was formed into a stock company with Andrew Fletcher as president. In 1890 the company left New York and came to Hoboken, establishing themselves at Twelfth and Hudson streets, where new shops were built and ample dock room was obtained. Their engines are found on steamers in every part of the world. The present heads of the company are: Andrew Fletcher, Sr., H. N. Fletcher, and Andrew Fletcher, Jr.

Another old establishment is Lehman & Company, formerly Lehman and Raudnitz, manufacturers of leather goods. The business was originally established in New York in 1854, the later firm succeeding to the business in 1877. In 1888 they moved their establishment to Hoboken, where they erected a large plant at the corner of Willow and Ferry streets, a large brick structure five stories in height with a frontage of 100 feet on Ferry street and 75 feet on Willow avenue, to which alterations and extensions have been added. At the period of the firm's establishment in Hoboken its annual output was more than half a million dollars worth of goods. To-day the company has a market in every country in the world. The goods are manufactured by machinery of the latest type, and the firm manufactures likewise its own dies, tools, and machinery, for a machine shop forms also a department. The present heads of the firm are O. A. Lehman, and A. O. Lehman.

Apart from these, the more important industrial establishments in Hoboken at the present time are: The Cooper-Hewitt Electric Company, the heads of which are W. A. D. Evans, and R. D. Mailey, which is said to have a nation-wide control of vapor lighting apparatus; the R. B. Davis Company, manufacturers of baking powder; the Ferguson Brothers Manufacturing Company, the heads of which are Louis Ferguson, Harry Ferguson, and William Hamley, manufacturers of furniture novelties; F. Ferguson & Son, the head of which is John Ferguson, foundry; Lawson and MacMurray, the heads of which are James J. Lawson, Edwin D. MacMurray and C. Frederic Albert, lumber and law-mac houses; Thomas J. Lipton, Inc., the heads of which are Sir Thomas Lipton, Thomas Crane, H. R. Field, and Louis C. Keller, tea, coffee, cocoa, etc.; Owens & Traeger, the heads of which are E. A. Owens, and C. W. Traeger, who manufacture paper boxes; the Tietjen & Lang Dry Docks Company, of which the heads are William H. Todd, George G. Raymond, E. Henry Dendel, and Henry Frelinghaus; and the Union Iron Works, the heads of which are Max Schalscha and Walter Schalscha.

For the last twenty years Hoboken has been fortunate also in having its industrial interests guarded by an energetic Board of Trade, now known as the Chamber of Commerce. On June 9, 1904, a number of prominent manufacturers and merchants met at Meyers' Hotel for the purpose of organizing a Board of Trade for the city of Hoboken. These gentlemen were: James F. Minturn, Oscar Frommel, Adam Riesenberger, William C. Wood, H. H. Dierksen, T. W. Dorsett, Frederick A. Schwartz, E. D. Vanderbilt, William M. Cahill, George A. Berger, Frederick K. Hopkins, Palmer Campbell, and Charles Fall. The discussion showed that all the gentlemen present were in favor of the project and the Board of Trade of the city of Hoboken was forthwith organized, and by-laws drawn up for its government. The first meeting of the new Board of Trade was held on June 22, 1904, at which the following officers were elected: Palmer Campbell, president; William M. Cahill, vice-president; F. K. Hopkins, sec-

retary; E. D. Vanderbilt, treasurer. The following were named as trustees: Charles Fall, George A. Berger, Robert R. Debacher, and Henry Mehl. The first meeting of the trustees was held on June 28, 1904. Since then regular meetings of the Board and its successor, the Chamber of Commerce, and of the trustees have been held on the dates specified in the by-laws, and in addition there have been special meetings as the occasion seemed to require.

Questions bearing on the industrial interests of Hoboken have been discussed and acted upon at the meetings of the Chamber of Commerce, and have been referred to committees, who have communicated with the proper authorities expressing the opinions of the Chamber. Hearings have habitually been given to the Chamber by the city authorities and the latter have also appeared before the Chamber to ask its coöperation. Matters considered and acted upon by the Chamber have included: Sewerage, the consolidation of municipalities; county park in Hoboken, grade crossings, water supply, viaduct, public utilities, and the Hudson river bridge. At the meeting of the Board on March 15, 1905, Mayor Adolph Lankering and the members of the City Council appeared and asked the coöperation of the Board in making the commemoration of the Fiftieth anniversary of the city of Hoboken a credit to the city. A committee was appointed to assist the city authorities and on March 28, 1905, the Board took a conspicuous part in the celebration, being well represented in the parade, and giving its first annual banquet on the evening of that day. Since then annual banquets have been given by the Board and the Chamber. The Chamber claims that while it has done a great deal of work which has been of material benefit, its main value has been its service in calling attention to things needing accomplishment and in educating public spirit and civic pride. Since its formation, there has been hardly a year in which the Chamber has not secured action on a number of public needs. During 1922 and 1923 it dealt with taxation problems, it coöperated in the halting of the Plaza plans, reorganized the Industrial Bureau, dealt with the water supply problem, helped to reduce the terry rates, protected the investors of the city, formed a law and order committee, brought about new regulations of traffic, dealt with the docks and terminals problem consequent on the war, saw to improved fire prevention, reëstablished the forum, and considered county consolidation, commercial arbitration, tunnel connections, and a number of other major problems. The officers of the Chamber of Commerce are: Anthony J. Volk, president; Julius Lichtenstein, first vice-president; C. B. Ace, second vice-president; A. N. Terbell, treasurer; Philip Stephan, assistant treasurer; A. W. Coffin, manager; Stuart Compton, assistant manager; and W. D. Kilpatrick, director Bureau of Municipal Research.

CHAPTER X.

FINANCIAL INSTITUTIONS.

Perhaps no city containing a population comparable to the population of Hoboken is in possession of banking facilities equal to those at her command. Including National banks, trust companies and savings institutions, there are nine financial institutions, all managed on safe financial lines, and furnishing all the accommodation requisite for a large and developing volume of business such as that of which Hoboken is the channel. At the present time the following are the great banking institutions in Hoboken with the names of their responsible officers:

First National Bank: President, W. W. Young; vice-presidents, Palmer

Campbell and Herman Goeltz; cashier, William H. De Veer; assistant cashier, William Muller, Jr.

Hoboken Bank for Savings: President, Charles S. Shultz; vice-president, Fred. J. Meystre; treasurer, August Hanniball; assistant secretary, Harry E. Pickenbach.

Hudson Trust Company: President, John S. Mabon; vice-president and treasurer, James R. Ferens; vice-president and secretary, J. H. P. Reilly.

Second National Bank: President, C. H. C. Jagels; vice-presidents, A. N. Terbell, J. W. Bellis, D. F. Nichols, and R. W. Byers; cashier, Philip Stephan; assistant cashier, William C. Rue.

The Trust Company of New Jersey: President, William C. Heppenheimer; vice-presidents, Edward P. Meany, George A. Berger, F. E. Armbruster, Joseph Harrison, Louis Formon, and Walter Meixner; secretary and treasurer, Edward H. Stafford; assistant secretary and treasurer, Edward O'Toole.

Hoboken Trust Company: President, Charles Fall; vice-president, Palmer Campbell; treasurer, Samuel F. Hartzel; secretary, August J. Blanken.

Steneck Trust Company: President, John Steneck; vice-presidents, G. Vintschger, Charles Rohe and Henry C. Steneck; secretary-treasurer, Nicholas H. Steneck; assistant secretary and treasurer, Henry Wessling; assistant treasurer, Cav. F. Santomassimo.

Jefferson Trust Company: President, Charles H. Focht; vice-presidents, Leo Stein and Christian F. Guth; secretary and treasurer, Otto Zaremba, Jr.; assistant treasurer, Fred S. Lang.

Columbia Trust Company: President, Anthony J. Volk, Sr.; vice-president, Frank Cordts; treasurer, Adolf Rado; secretary, Rudolph Schroeder; assistant treasurer, Edward Bullwinkel; assistant secretary, V. B. Marcussen.

In addition to its banks, Hoboken has a building and loan society, with assets amounting to \$434,000.

The history of banking in Hoboken began in the middle of the last century. The Hoboken City Bank was organized as a bank of deposit and discount under the general banking law March 25, 1857, with a capital of fifty thousand dollars, beginning business April 28, 1857. Benjamin S. Taylor was elected president with J. W. Van Boskirck as cashier. The directors were: William Cooper, F. B. Carpenter, J. D. Littell, E. Montague, E. W. Dubois, Benjamin S. Taylor, S. H. Jessup, W. W. Shippen, Louis Becker, W. J. Plummer, J. W. Stickler, Robert Hankins, John Gardner, George W. Morton, Frederick Bare, Samuel R. Syms, and Charles T. Perry. On December 30, 1858, the capital was increased to one hundred and ten thousand dollars. In 1858 J. W. Van Boskirck, cashier, died, and was succeeded by J. H. Johnson, who served to July 30, 1863. On September 3, 1863, W. G. Shepherd, teller, was elected cashier, and served until the death of President Taylor, in July, 1871, when he became president. In June, 1865, the bank was reorganized under the national banking law, with the title of the First National Bank of Hoboken. F. T. Lillindahl was cashier from July, 1871, to July 1880, when he was succeeded by W. B. Goodspeed. In January, 1874, W. G. Shepherd, president, was succeeded by Samuel R. Syms, who held the office for many years. In 1880 the capital was one hundred and ten thousand dollars, surplus and undivided profits ninety-two thousand dollars. Dividends were paid semi-annually and an extra twenty per cent dividend was declared to the stockholders at the time of the bank's conversion to a national bank.

It had in 1891 a full paid capital stock of \$110,000, surplus fund and undivided profits amounting to \$313,129.50, while the total resources footed up to

\$1,905,174.87. Figures in the office of the Comptroller of Currency at Washington show that out of 3,590 national banks reporting in 1891, only two hundred and seventy were able to show surplus and undivided profits equalling or in excess of the amount of their capital stock. One of the banks in this list was the First National of Hoboken. The officers in 1892 were: President S. Bayard Dod; vice-president, Theophilus Butts; cashier, William D. Goodspeed. The directors were: Louis Becker, Robert Gardner, J. W. Stickler, Theophilus Butts, S. Bayard Dod, D. M. Demarest, John C. Besson, A. E. Crevier, William Shippen, John Stevens, E. A. Stevens, Myles Tierney, and Cornelius Zabriskie.

Mr. Dod was elected to the presidency of the bank in 1892. He had been connected with the bank for twenty-two years and had acted as vice-president. He was, in addition, president of the Hudson County Trust and Savings Institution; president of the North Hudson County Railway Company; president of the Hudson County Gaslight Company; chairman of the board of Geological Survey of the State of New Jersey; and a trustee of Princeton College, and the Stevens Institute. He was for many years secretary and treasurer of the Hoboken Land Improvement Company. The report of the condition of the First National Bank at the close of business, September 30, 1892, showed resources amounting to \$2,011,133.25, undivided profits \$315,220.15, and the surplus fund \$22,000. In 1907 the capital stock was \$220,000; the surplus and undivided profits, \$581,488; deposits, \$2,500,000; and assets \$3,384,752. Since then the bank has grown continually in resources and influence, and at present its capital stock is \$500,000, surplus \$500,000, undivided profits, \$574,000, and total resources over \$13,000,000.

The Hoboken Bank for Savings had its birth almost contemporaneously with the Hoboken City Bank. It was incorporated on March 29, 1857, by Edwin A. Stevens, Edmund Charles, Charles Clinton, and twenty-seven others, all of whom composed the first board of managers. Edmund Charles was elected the first president, and F. W. Bohnstedt secretary. For a few years after the opening of the bank its path was thorny. On May 17, 1859, the statement showed the deposits amounted to but \$3,738, with a large amount of liabilities, the deficiency being \$388. In 1860 Benjamin S. Taylor was elected president, W. W. Shippen vice-president, and Samuel R. Syms secretary. When President Taylor died in July, 1871, W. G. Shepherd succeeded him as president, Fred Klennen became secretary, and L. Huesmann treasurer. Mr. Shepherd resigned as president in 1874, and Charles Clinton acted in that capacity until S. B. Dod was elected, with George Fritz, vice-president, and J. G. Pickenbach, secretary. Mr. Fritz was made president in April, 1876, Bryan Smith vice-president, and G. W. Sherman treasurer. In December of the following year Mr. Sherman became president and William Machold treasurer. Four years later Mr. Sherman died and Mr. Bryan Smith became president, with Theophilus Butts vice-president. Mr. Butts resigned in 1883, and Mr. Smith was succeeded by Robert Stobo, who resigned on account of ill health eight months later, and was succeeded by Charles S. Shultz. In 1892 the officers of the bank were: President, Charles S. Shultz; vice-president, Frank Nichols; treasurer, William Machold; secretary, J. G. Pickenbach; directors and managers, James Benson, August Moller, H. H. Hankins, James C. Morgan, J. H. Rosenbaum, Charles S. Shultz, Frank Nichols, William Machold, Bryan Smith, James Benson, Henry Feirabend, Louis M. Stein, Charles W. Benson, L. S. Davis, Richard Bowes, Charles F. Matlage, Leonard Pfeiffer, A. S. Baldwin, E. W. Ketcham, and William Machold, Jr.

The statement of the bank at the beginning of 1892 showed the assets amounted to \$3,405,828.03, with a surplus of \$220,564.61. All figures of cash passing out were carefully checked daily and the great safes were governed by two locks and by double keys and combinations, held by different persons, thus providing against the property being abstracted by any one person. The new savings bank, then the finest in the State, was begun in October, 1889, and completed in 1890. In 1907 the surplus and undivided profits of the bank amounted to \$616,062; deposits, \$8,946,603; assets, \$9,567,484. The development thus indicated has kept pace to the present time, the surplus fund now being \$2,180,000, the deposits over \$18,750,000, and the total assets nearly \$21,000,000.

The Second National Bank was organized in July, 1887. In the report to the Comptroller of the Currency, in 1891, it showed a full paid cash capital of \$125,000, a surplus fund of \$25,000, and undivided profits amounting to \$35,234.44, while the total resources amounted to \$895,132.30. Its officers and directors at that time were: President, Rudolph F. Rabe; vice-president, William Machold; cashier, John P. Scholfield; directors: Rudolph F. Rabe, Charles F. Mattlage, William C. Huertler, Henry Mehl, William Machold, John H. Rosenbaum, William Utz, Philip Hexamer, and Lawrence Fagan. President Rabe was a prominent attorney and was formerly a State Senator of New Jersey. Vice-President Machold was a retired merchant who had been engaged in the fur business for over a quarter of a century. Cashier Scholfield was one of the organizers of the bank. From its organization the Second National owned its own building which was built at a cost of \$75,000. The report of the condition of the Second National Bank at the close of business on September 30, 1892, showed resources of \$922,551.53, undivided profits of \$40,983.87, and a surplus of \$25,000. The capital stock of the Second National Bank in 1907 amounted to \$125,000; the surplus and undivided profits, \$202,113; the deposits, \$1,907,603; and the assets, \$2,400,000. Every year since has represented an increase, and at present its capital stock is about \$700,000, surplus and undivided profits \$162,500, and total resources \$8,758,500.

The banks of Hoboken in the order of their date of chartering in Hoboken are as follows: Hoboken Savings Bank, 1857; First National Bank, 1865; Second National Bank, 1887; Hudson Trust Company, 1890; New Jersey Trust Company, 1899; Hoboken Trust Company, 1902; Jefferson Trust Company, 1905. Later institutions are the Columbia Trust Company, and the Steneck Trust Company.

CHAPTER XI.

HOBOKEN MILITARY HISTORY.

Hoboken touched the high-water mark of its military history during the World War, but the historical prologue that went before it is not unworthy of a chronicler. Before the breaking out of the War of the Rebellion, General James T. Hatfield, of Hoboken, and other gentlemen in Hudson county were desirous of organizing a battalion. The beginning of the war compelled the abandonment of the project and several of the movers in the scheme enlisted at once in the various companies then being mustered into service for the defense of the Union. Shortly after the conclusion of the war the martial spirit began to show itself again and the movement for the reorganization of a battalion was renewed. B. Franklin Hart, a war leader with a good record, had located in Hoboken and through his efforts a company was

raised and he was elected captain. There was no provision for maintaining the militia at the time, there were no uniforms, and there was no armory. Captain Hart called on W. W. Shippen, who was then president of the Hoboken Land and Improvement Company, and he also called upon the mayor and Common Council for help. It was finally agreed that the H. L. & I. Co. would divide the rent of Odd Fellows' Hall with the city, and thus provide an armory for the company. Governor Ward agreed that the State would furnish the company with uniforms. In the meantime the captain was drilling his men in civilian dress, and finally the uniforms came and the boys were happy. Patrick J. Meehan commanded an organization of Gaels from Ireland and they came into the State militia. George Neuscheller organized a company at Union Hill. These three companies were merged and called the First Battalion. At the election of officers held by Adjutant-General Stryker, Captain Hart was elected major of the battalion. He then organized another company in Hoboken, which was commanded by the late Herman L. Timken. The fifth company was formed in West Hoboken and was commanded by Captain Weeks. The First Battalion was a well-drilled, well-uniformed body of men, and a credit to the city and the State.

In course of time an additional company was organized in the city and captained by T. W. Griffith. This made in all six companies, and the battalion was made a regiment and called the Ninth, Major Hart being elected colonel. The Ninth Regiment participated in the inauguration of President Garfield and carried off high honors, receiving compliments from General Sherman in a letter to the wife of the colonel. It was ordered out to suppress the Orange riots, and during the great railroad strike of 1877, when the railroads were all stopped, it was on duty for eight days in the Elysian Fields. The regiment marched in all the big parades in and around New York, the last one being the Grant funeral parade, when it received great praise for its fine appearance and marching. While in camp at Sea Girt, in 1885, trouble arose in the regiment over the charge that some of the line officers had misbehaved. The rank and file of the regiment, according to Colonel Hart's friends, endorsed their colonel's position in the matter. Governor Abbott ordered a court of inquiry, at which a different view was taken, however, and the result was that the Governor disbanded the regiment and placed the colonel, lieutenant-colonel, major, and commissioned staff officers upon the retired list. The companies which were detached remained practically intact, and in March, 1886, were re-formed into what was later known as the Second Regiment of the National Guard, Edwin A. Stevens being elected colonel. Major Charles Erlenkotter was made lieutenant-colonel.

In 1892 the officers of the Second Regiment, according to the report of the attorney-general of the State, were as follows: Edwin A. Stevens, colonel; Charles Erlenkotter, lieutenant colonel; Ramon M. Cook, major; First Lieutenant William J. O'Toole, adjutant; First Lieutenant Peter Semler, quartermaster; Captain John R. Stevens, paymaster; Major William T. Kudlich, surgeon; Albert W. Warden, assistant surgeon; Captain George C. Houghton, chaplain; Captain James F. Minturn, judge advocate; Lewis R. McCulloch, inspector of rifle practice; gun detachment, Henry C. Holton, first lieutenant. The company officers were: Company A—H. W. Sagendorf, captain; Frank G. Boye, first lieutenant; Frank A. La Pointe, second lieutenant. Company B—Theodore Buttenbaum, captain; Jules H. Thourot, first lieutenant. Company C—Cornelius F. Rabold, captain; R. P. Van Zandt, first lieutenant; Lucien Alces, second lieutenant. Company D—Henry Lohmann, Jr., captain; John A. Greten, Jr., first lieutenant; George W. Meighan, second

lieutenant. Company E—Francis D. Jackson, captain. Colonel Edwin A. Stevens became a first lieutenant and adjutant in the old Ninth Regiment in May, 1880, and in the following year was made a colonel and appointed aide-de-camp on the staff of Governor Ludlow. He succeeded to the same position on Governor Abbett's staff and was appointed colonel of the Second Regiment on April 7, 1886.

Prominent in the military history of Hoboken in the last century were Colonel B. Franklin Hart and Francis Douglass Jackson. Colonel Hart was born November 15, 1836, at Burlingham, Sullivan county, New York. After 1858 he engaged in the wholesale commission business in New York. He lived in Hoboken, where he was a member of the Columbia Club, and of the Grant and Colfax Club. When the war broke out he enlisted in the 37th New York Volunteers under Colonel Charles Roome, serving through all the campaigns of that regiment, and being successively sergeant, second lieutenant, and first lieutenant. His regiment took part in the Gettysburg campaign and at Carlisle, Pennsylvania, where he was struck and slightly wounded by a shell. He worked hard in connection with the organization and development of independent military units in Hoboken.

Captain Jackson was born in Brooklyn, his ancestors on the paternal side being prominent as soldiers. General Michael Jackson, his great-great-grandfather, was conspicuous in the Revolutionary War. In 1881 Mr. Jackson was made first lieutenant and adjutant of the Ninth Regiment. In 1886 he became captain of Company E, Second Regiment. As a member of the Seventh Regiment, National Guard, State of New York, he participated in the War of the Rebellion.

In the Spanish-American War, Hoboken fitted out the "Badger," a naval reserve ship manned by Hobokenites, who did good service in that war, and captured several prizes on the coast of Cuba. The conspicuous part played by Hoboken in the great World War is told in detail elsewhere in this volume.

CHAPTER XII.

BENCH AND BAR.

In 1877 a District Court was established in Hoboken by the State Legislature. The status of the court was purposed to perform the duties formerly devolving upon the justices of the peace, as well as some classes of cases of lesser importance, which were formerly decided in higher courts. Fred B. Ogden was the first judge in this court in Hoboken, and he was succeeded by Judge Abel I. Smith. Judge Smith was succeeded by Judge William D. Daly, who resigned in January, 1893, to take his seat in the State Senate of New Jersey. Judge Daly was succeeded by Judge Elijah Paxton.

Later, the trial for the violation of a city ordinance was before the recorder, who was elected for a term of three years. The City District Court was presided over by a judge appointed for a term of four years by the Governor of the State. All the expenses of this court are sustained by the city. The law department was placed in charge of the corporation attorney, who was appointed by the mayor and Council for a term of three years. The assumption of the commission form of government by Hoboken modified these arrangements.

In the legal history of Hoboken there have been judges and practitioners of the bar who are to be numbered among the representative lawyers of New Jersey. In the last century a few of them may be picked out as worthy

of citation, for example, Judge Ogden, William S. Stuhr, Henry A. Gaede, John Case Besson, Samuel Austin Besson, Abel I. Smith, John Scott Mabon, and others. Judge Smith was born in Hudson county in 1843, and was educated at Rutgers College, graduating with the class of 1862. He entered the law office of J. Dickerson Miller, of Jersey City, and was admitted to the bar in 1866, becoming counsellor in 1875. He began to practice in the Town of Union, and in 1868 opened an office in Hoboken, John S. Mabon being later associated with him as partner. In 1888 he was appointed Judge of the District Court of Hoboken and of the many cases decided by him during his three years of office few were taken to the upper courts for review, and of these all were affirmed except two. He confined his practice almost entirely to civil suits in the Court of Chancery, Circuit, Supreme and Orphans' courts. He was counsel for prominent improvements in the county—the "Bull's Ferry Road," the "Bergen Line Road," and the "Bergen Wood Road," and figured in many cases of prominence.

John Case Besson, another of the older representative lawyers of Hoboken, studied law in the office of Edward R. Bullock, of Frenchtown, New Jersey, where he remained for one year, after which he was graduated as Bachelor of Laws in 1860, being admitted to the bar in 1863. He practiced in different towns of New Jersey and settled in Hoboken in 1867, there building up a practice that was among the largest in Hudson county. He became a director of some of the banks of Hoboken, and published a law book known as "Besson's New Jersey Law Precedents." He was corporation counsel for six years, and served as assemblyman for two years.

Other lawyers are: Henry A. Gaede, admitted to the bar in 1878, and counsel for the Hoboken Bank of Savings, and The Industrial Mutual Building and Loan Association of Jersey City, and attorney for Hudson county in the condemnation proceedings for land for the opening and laying out of the County Boulevard; John Scott Mabon, who was a partner of Judge A. I. Smith, and who published "The Searcher's Pocket Book," a work bearing on the examination of land titles in Hudson county, that won for itself extended use in the profession; Malcolm W. Niven, who was corporation attorney from 1878 to 1881, and during whose term the most important litigation that had affected the city up to that time was conducted. He is now president of the Hudson Trust Company. Mr. Niven carried the celebrated Kamena cases to a successful issue after three years' litigation and recovered for the city the entire principal of the amounts taken from the city treasury and costs, together amounting to \$63,000. In the noted improvement certificate cases he effected a compromise which saved the city about \$150,000. He figured conspicuously in the waterfront suit against the Hoboken Land & Improvement Company, and was active in securing the passage of the District Court act. He was secretary of the commission provided for the building of a high level bridge over the Harlem river, the result being seen in the Washington bridge, one of the finest arched bridge structures in the world.

To these may also be added the name of Edward Russ, one of the foremost educationalists in the State, a United States commissioner, and a prominent legal light, who died in 1912. His law books constitute the Russ Library, deeded by him to the city, and the Hoboken chapter of the von Steuben Society calls itself the Russ Branch after him. Among many other lawyers of prominence may be mentioned Julius Lichtenstein, John J. Fallon, corporation counsel, and J. W. Rufus Besson.

CHAPTER XIII. CLUBS AND SOCIAL LIFE.

There have been numerous references in the course of this work to the part played in the development of Hoboken by its clubs, its social and fraternal organizations and the groups that have grown out of the coöperation for intellectual and spiritual ends in the city. Man does not live by bread alone. When human needs have been satisfied, other needs less insistent, but vital to human well-being arise to take their place. It has been said that the two great human passions are love and hunger. Hunger comes first undoubtedly and it is the necessity of satisfying that call for self-preservation that is the impetus to the work of life. Love in its varying degrees, its friendships, its expression in the various forms of human gregariousness seems to be at the bottom of what are called luxuries of life. But luxuries are apt to look like necessities as one after one of the great human needs are satisfied, and human intercourse, the growth that comes from the contact of mind with mind, blossoms out into these social groups that represent human striving for intellectual development, the furtherance of some spiritual end, or the mere call of one individual for association and sympathy with another. Hoboken has not been behind in this respect. As one of the old play-grounds of the metropolis, its atmosphere was from the beginning social. Its social organizations have been numerous and some of them to the average New Yorker, date from the period when Hoboken was the Elysian Fields.

One of the old clubs of Hoboken is the Quartette Club, one of the foremost singing societies in the State of New Jersey. It was organized June 12, 1859, and was incorporated on March 14, 1871. Before the nineties the Quartette Club had no home of its own and meetings were held in the Odd Fellows Hall for a number of years. It was during the summer of 1891 that the members agitated the idea of erecting a new building. The idea met with favorable responses. A building committee was selected and a site purchased on Washington street, near Tenth, upon which the structure was erected. Architect J. Ihnen's plans were accepted, and on October 28, 1891, the corner-stone was laid by Grand Master Thomas W. Tilden, of the Grand Lodge, Free and Accepted Masons of New Jersey, with impressive ceremonies. Governor Abbett and Prosecutor Charles H. Winfield spoke in English and Dr. Hans Kudlich spoke in German. The new building covered nearly the entire plot of ground and consisted of four stories and a basement. The architecture was composite, with the Nuremberg the conspicuous element. The front was of fancy Tiffany brick, with brownstone trimmings and ornamental iron-work, including balconies from different windows. There were three entrances, the main one being fourteen feet wide and located at the south end. A large entrance near the north end led into the cafe and another led to the hall and lodge rooms. The basement contained four bowling alleys with kitchen, pantries and storeroom. The ground floor, on a level with the sidewalk, contained a cafe and two large reception rooms. A double stairway led to the first floor, the front portion of which contained the club room, and the back the dining room. The second floor contained the ball-room, one of the finest in the city with a gallery overlooking it. On the third floor were arranged the club-rooms of the organization. On December 20, 1892, the club took possession of its new home. Governor-elect George T. Werts and an interesting crowd of people were present at the festivities.

Columbia Club, another of Hoboken's interesting social organizations, was organized in February, 1890, the call for the first meeting bearing the names

of Samuel A. Besson, James F. Minturn, James Smith, Joseph Thomas, Thomas A. Butler, and Ernest H. Kahrs. It was not until June of that year, however, that a permanent organization was formed. The officers elected at that time were: President, William A. Macy; vice-president, Dr. William R. Fisher; treasurer, S. Dana Kimball; secretary, Joseph S. Parry; historian, John S. Mabon. The earlier meetings were held in the assembly rooms on Hudson street. The club increased in membership and influence, and although at the close of the first fiscal year it could not offer new members anything but the social and friendly feelings of club members, it held together. In June, 1891, it had a membership of about a hundred, a balance in the treasury of \$2,250, besides a building site on the corner of Bloomfield and Eleventh streets, purchased for \$9,000, free from encumbrance. The club was then meeting in a private house at No. 903 Washington street, kindly tendered for its use by Colonel E. A. Stevens. The sale of the property compelled a move to No. 1204 Garden street, where the club held forth until it secured its new club house at Bloomfield and Eleventh streets, ground for which was broken on September 1, 1891. The building was begun under the direction of an efficient committee, consisting of G. P. Erkenbrach, S. Dana Kimball, E. H. Kahrs, H. C. Pfefferle, and Arthur Seitz. The completed structure cost, without its furniture, about \$27,900. Through a successful fair held November 28 to December 3, 1892, the money was raised for furnishing the club-house. The new building had three stories, a basement, and an attic, the peak of the tower rising seventy-four feet. The first floor was divided into offices, parlors, reception-room and billiard room. The basement was provided with fine bowling alleys. The second floor was provided with ladies' parlor, reception room, library, two card-rooms and an entertainment hall, this last serving as gymnasium and concert hall. At the date of the opening of the new building the officers were: President, William A. Macy; vice-president, Frank S. Ketcham; treasurer, S. D. Kimball; secretary, Joseph S. Parry; historian, John S. Mabon; trustees: John C. Besson, Captain F. D. Jackson, John Stevens, C. K. Cannon, E. H. Kahrs, H. V. Meeks, E. H. Horwood, and Frank Frommel. In addition there were various committees, an art committee, an entertainment committee, and a house committee of seven members each. Within recent years the Columbia Club lost many members by death and removal from the city, and was finally dissolved. Its house became the Masonic Club headquarters.

The German Club, now the Union Club, goes back perhaps farther than any of the other social organizations in Hoboken. It was organized on June 17, 1857, and the first meeting was held at Harmonia Hall, a second being held a couple of weeks later at the Park Hotel. Edward Feltner acted as temporary chairman until the completion of the organization on October 27, 1857. Dr. Hans Kudlich was the first duly elected president after the organization was completed, holding office from October, 1857, to October, 1861. The vice-president was M. W. Siebert, who held the office from October, 1857, to October, 1858. The first club meetings were held in a small building located on Garden street, between First and Second streets, the permanent home of the club being erected at the corner of Hudson and Sixth streets in 1863, at a cost of \$50,000. The club shortly after taking possession of its new building organized a dramatic committee which gave a private theatrical performance every month. Following the tradition of German culture, it also held gatherings for the promotion of the intellectual interests of the members and got together a library containing several thousand volumes. General Franz Sigel, Carl Schurz, William Stein-

way, of piano fame, and Dr. Hans Kudlich are figures that with more modern men of similar distinction the club is proud to point out on its role of membership.

The Union Athletic Club was organized on May 29, 1891, by a number of gentlemen interested in games and sport. They included Alfred Kerr, Charles V. Geary, Ray T. Molly, and Frank Moore. The first officers were: John C. Besson, president; Henry Lohman, Jr., vice-president; Edwin J. Kerr, treasurer; and Henry Hess, Jr., secretary. The governors at that time included: Henry Lohman, Jr., Edwin J. Kerr, Charles W. Billings, Henry Hess, Jr., John N. Crusius, Henry A. Bente, Francis M. McDonough, Francis G. Himpler, James Curran, Frank B. Tinnelli, and T. Harry McCann. A building was also erected—a handsome, three-story structure of granite, and located on Washington street, between Eleventh and Twelfth streets. In the basement there were fitted out a bowling alley sixty feet long, a rifle range, and shuffleboard. On the first floor were arranged the parlors, and cloak-rooms. The second floor was divided into billiard room, private reception rooms, and restaurant. On the third floor was laid out the gymnasium, fitted up and equipped with everything necessary for athletic exercises. The schedule was arranged so that athletic entertainments could be given on Saturday nights as well as on more particular occasions. The club thrived from the beginning and turned out a great number of excellent athletes.

Yachting was another form of recreation indulged in. Hoboken, with its Castle Point and Elysian Fields, its River Walk and long stretch of shore, existed for several generations as a favorite playground of New York, and it also had certain special connections with the yachting history of the United States not generally known to its present inhabitants. The earliest American yacht club, and by far the most famous, is the New York Yacht Club. This was organized on board the schooner "Jimcrack" in the year 1844. The "Jimcrack" was the property of the brothers John C., Robert L., and E. A. Stevens, all of Hoboken, and the first of these is regarded by many as the father of American yachting. He was a man of sporting instincts and tastes. It is hard to set any date when he may be said to have taken up yachting, unless the building of the first boat, which would now be dignified by the name of yacht, can be taken as a beginning. This boat was the "Trouble," built in 1816. It was followed by a number of other boats, famous among which were the "Wave," "Jimcrack," "Onkahya," "Maria," and the "America." These last two were the best known yachts up to the date of the "Sappho," which made its first dive in 1868. The "Maria" was built in 1846 by Capes & Allison, the sons of the latter becoming prominent in the dry dock business in Jersey City. The "Maria" was built at the old shipyard, in the location later covered by Campbell & Company's warehouses at the foot of Fourth street, Hoboken. She underwent a number of numerous alterations at various times, which generally tended to increase her speed. On her were successfully tried many devices which after her day were abandoned to be re-adopted in later years. The "Maria" was originally a sloop, but was altered later into a schooner, in which latter rig she did not attain her previous speed. Old steamboat men and sailors in the vicinity of New York used to tell marvelous tales as to her speed and weatherliness. At the time of the visit of the Prince of Wales, later King Edward VIII of Great Britain, in 1860, the prince was brought up from the lower bay on board the revenue cutter "Harriet Lane," then said to be the fastest steamer in the United States. The "Maria" came up in company with the "Harriet Lane" and beat her decidedly. The "America" was modelled and built by George Steers on the East river. Her

connection with Hoboken arose out of the fact that two of her five owners, John C. Stevens and E. A. Stevens, were Hoboken men. The career of this vessel is part of the history of the United States. It may be said that the building of "America" and her eventual successes, without detracting anything from the just fame of so great a builder and naval architect as George Steers, were greatly due to the enterprise and yachting skill of her managing owner, John C. Stevens.

Among the yacht clubs in this country, the New Jersey Yacht Club, which drew its membership largely from Hoboken, may be said to have had the distinction of owning the oldest club-house in America. It was on the Elysian Fields in Hoboken that the first yacht club-house was built in this country in 1845, and here for a number of years the New York Yacht Club had its headquarters with an anchorage for its yachts in the North river, and a course from there to the Southwest Spit buoy and return. The New Jersey Yacht Club was organized in 1871, and incorporated in 1878. On the removal of the New York Yacht Club to new quarters at Tottenville, Staten Island, Hoboken was left without a yacht club, so in August, 1871, about fifteen of its citizens, together with some New Yorkers, organized the New Jersey Yacht Club. From a small beginning it steadily grew, becoming one of the most successful and best known clubs in the country. The club when organized was located at the foot of Fourth street, Hoboken. On November 26, 1875, it moved into the old New York Yacht Club house. The first regatta of the club was sailed in June, 1872, and for long after that in June of each year a regatta of the club was sailed. Within twenty years from its organization the club had over fifty yachts, from the large 100-foot steam yacht down to the small 15-foot catboat.

With the growth of the city and the increasing demands of commerce, the yacht club was finally crowded out of its quarters, and when the new Pennsylvania railroad shops and docks near the foot of Tenth street was built in the early years of the present century, the old house of the New York Yacht Club was put on a float and towed to the New York Yacht Club station at Glen Cove, Long Island, where it is preserved as a precious relic of the beginning of America's yachting. It is said that the late J. Pierpont Morgan paid the expenses of this removal.

The Atlantic Boat Club was organized on June 8, 1858. It turned out some notable oarsmen, notably Dick McQueen, the champion oarsman of the New York Fire Department, and William B. Curtis and Harry Buermeyer who were the founders of the New York Athletic Club. At the date of its organization, T. M. Tuthill was made president and presided till 1866, with J. P. Gibson vice-president, Charles E. Tuthill secretary, and W. W. Gibson treasurer. Numerous trophies came to the club and it consistently made a good record.

The Valencia Boat Club was organized as a rowing club on October 6, 1874, with H. Witte, as president, A. Hauger vice-president, and A. Sonenthal secretary and treasurer. The club's house was totally wrecked in the storm of September, 1888, and the boats, oars, and uniforms were swept away, but as a result the members got together and built a fine new house costing over \$10,000, which enabled them to hold a succession of agreeable social gatherings. The Valencias were from the beginning consistent winners of prizes in the regattas on the Hudson river.

The Germania Boat Club was organized June 3, 1872, with twenty-five members and the following officers: President, F. Schoenfeld; captain, A.



VIEWS IN HUDSON COUNTY PARK

Hartmann; treasurer, C. G. Willig; secretary, M. Bader. The club did not enter many races, but was active as a social organization.

The Active Boat Club was organized first, December 25, 1876, as a social club, the members, seven in number, ranging from fourteen to eighteen years. The members being fond of aquatic sports decided that it should be a boat club and organized as such on May 9, 1881. The members showed themselves good boatmen. For several years after organization they remained unbeaten and won numerous awards, among them gold medals, banners, silver trophies, gold locketts, and silver cups. The officers shortly after organization were: President, R. Brummerhop; vice-president, William Ditzel; recording secretary, John A. Thoms; financial secretary, Fred Rogers; treasurer, Fred H. Gunkel; captain, H. W. Thoms; lieutenant, Charles Puls; steward, Jeremiah Breen; trustees, R. Brummerhop, W. Ditzel, F. Rogers, and H. Fayen.

The Rosedale Boat Club was organized February 16, 1880, with four members composed of H. Stiling; J. H. Bruning, captain; G. H. Rosenbaum, secretary and treasurer; and Emil Fuchs. They bought the old Castle Point Boat Club house, but three years later left those quarters and built a two-story floating house, situated at the foot of Fourteenth street. The club entered numerous regattas held on the Hudson river and did very creditably.

The German Riding Club of Hoboken was organized in 1855 under the name of the Hoboken Riding Club. In 1864 it was reorganized under the name of the German Riding Club, and in 1875 it was again reorganized. After this last reorganization, Louis Schreiber was the first president of the club, the members being from among the wealthy men living at Hoboken.

Other interesting organizations that played a part in the social history of Hoboken are the New Jersey Philatelic Association, and the Chess and Checkers Club. On October 7 1890, a number of people met at the residence of Arthur Seitz, drawn together by their interest in the collection of rare stamps, and the Philatelic Association was formed in that month. An exchange department was organized and meetings were held at which auction sales of stamps were the chief feature. It was also at the home of Arthur Seitz that the idea of a Chess and Checkers Club was canvassed, later to be organized at the residence of Eugene B. Cook in April, 1889. The officers at the date of organization were: Eugene B. Cook, president; Arthur Seitz, vice-president; E. L. Kerr, secretary, and Charles B. Rudolphy, treasurer. A member of the club, August Vorrath, won the New Jersey Chess Association championship in 1891, and it was won by another member, S. Lissner, in 1892. The Columbia Club tournament in 1890-91 was won by Arthur Seitz, who won every game in which he played. In the years that followed, the success of members of the club was conspicuous. Of late years the Hoboken Tennis Club has occupied a prominent place in the athletic and social life of the city.

The fraternal orders, influential in Hoboken, are the Masons, Elks, Odd Fellows, Foresters, Knights of Columbus, Eagles, Moose, and others.

CHAPTER XIV.

MISCELLANEOUS.

Welfare Organizations—Reference has been made here and there in the course of this work to the welfare organizations of Hoboken. The United Aid Society coördinates the work of many of these organizations. The Mary

Stevens Hammond Memorial Home provides care and shelter for many young children. The Memorial Day Nursery is conducted by a number of ladies who provide care and shelter for the helpless children of parents who are employed during the day and cannot provide caretakers for them. Conspicuous among other welfare organizations are: The Helping Hand Coal Club, the State Charities Aid Association, the Widows' Home, the Society for the Prevention of Cruelty to Children, the Frauen Huelfs Verein, the Women's Club, the Heads and Hearts Society, the King's Daughters, the Ever Willing Circle, the Mercy and Help Committee, the Scatter Good Circle, the Hebrew Ladies' Society, and the Moses Montefiore Ladies' Aid Society. Others are the American Red Cross (Hoboken Chapter), the American Life Saving Society, the Hoboken Eagles' Home Association, the Hoboken Hebrew Institute, the Hudson County Tuberculosis Clinic, the Society for the Care of German Seamen in the Port of New York, and the Sons of Italy Benevolent Committee.

St. Mary's Hospital—A great Catholic organization and of great pride to Hoboken is the St. Mary's Hospital. It is conducted by the Sisters of the Poor of St. Francis, which gives shelter and takes care of all the sick and injured of the city who apply for admission, regardless of provenance or creed, or lack of creed, and extends a helping hand moreover to the unfortunate sick and disabled in all parts of Hudson county. Few cities the size of Hoboken can boast of a benevolent institution so large in design and function. The hospital is a quadrilateral building of glazed brick and marble, and with the church of Our Lady of Grace and the attached convent, schools and presbytery, makes up an impressive architectural pile, taking in a number of blocks that look on one of Hoboken's chief breathing spots, the interesting Church Square. It is an old hospital, having been incorporated in the year 1863, and is said to have been the realization of a young practical genius among the Sisters of the Poor of St. Francis, though a good deal of credit is likewise due to the coöperation of successive energetic rectors of Our Lady of Grace. It is said to be the first foundation in the East of this Order, which, in addition, conducts five other hospitals in New York. In 1916 a new wing was added, and the work of the hospital is indicated by the fact that during 1923 over four thousand patients were cared for within the hospital wards, apart from the number of those who are classed as out-door patients. St. Mary's Hospital in Hoboken is also interesting on other grounds. It was at this hospital that Mayor Gaynor was cared for when he was shot on board ship while preparing to sail for Europe on August 10, 1910. The care extended towards him by the Sisters is commemorated by a tablet on the hospital walls. During the great war the hospital was turned over by the Order to the United States Government to serve as an army hospital. It is classed as first in equipment in New Jersey.

During the year 1923 there were 401 deaths reported to the Department of Public Affairs, Board of Health and Bureau of Vital Statistics, from St. Mary's Hospital, of which one hundred and sixty-eight were non-residents. The vital statistics from the whole of Hoboken for 1923 were as follows: January, 88; February, 86; March, 72; April, 59; May, 59; June, 64; July, 35; August, 44; September, 40; October, 37; November, 58; December, 55; total, 697. The causes of death were as follows: Tuberculosis, 45; pneumonia, 112; hemorrhage, 35; cancer, 42; apoplexy, 32; accidental injuries, 36; suicide, 6; diphtheria, 9; typhoid fever, 1; measles, 1; drowning, 1; whooping cough, 1; scarlet fever, 1; influenza, 4; other causes, 371. The death rate in Hoboken



CITY HALL—HOBOKEN



ST. MARY'S HOSPITAL—HOBOKEN

was thus 9.95 per thousand, being based upon a population of 70,000, non-residents excluded. There were 1,477 births, with a birth rate of 21.05 per thousand. There were 1,140 marriages.

Mortality in Hoboken—During the year 1923 the deaths by ages in Hoboken were: Under one year, 96; one to three years, 24; three to five, 22; five to ten, 15; ten to fifteen, 15; fifteen to twenty, 17; twenty to thirty, 38; thirty to forty, 55; forty to fifty, 79; fifty to sixty, 98; sixty to seventy, 123; seventy to eighty, 74; eighty to ninety, 37; ninety to one hundred, 4.

The following list of the number of deaths in 1923 will give an indication of the relative nativity of the inhabitants: Ireland, 73; Italy, 54; Germany, 112; Poland, 2; Austria, 10; Belgium, 2; Finland, 7; England, 9; Hungary, 3; Scotland, 7; Russia, 15; Denmark, 3; France, 1; Switzerland, 1; Holland, 2; Sweden, 4; Lithuania, 1; Argentina, 1; Greece, 1; Canada, 2; Czechoslovakia, 1; China, 1; unknown, 9; United States, 476.

Old and New Hoboken—Thus Hoboken—intended by nature as an island between swamp and river—is moulded by the organizing genius of man into a progressive modern city. To the west, the rocky ridge that links up with the Palisades, to the north the towering heights of King's Bluff, to the east the Hudson, nature crowds heavily on the plucky little city, old in years, yet as industrious as the youngest of them. While Hoboken draws advantages from its proximity to the world's most remarkable city, it draws disadvantages also. If that proximity has given Hoboken its great trans-Atlantic depots and an immense human reservoir to draw upon for the upbuilding of its factory life, it draws its price by its irresistible influence on the wealth and fashion of Hoboken, sucking under its more powerful spell the youthful ambition of the city, the great emporia of Broadway drawing the wealth of Hoboken, the clubs and society of the great metropolis drawing also its *jeunesse doree* so that the parallel organizations in the smaller city are apt to be inferior in structure and function from what they would be if the city had not as its neighbor a city as vast as New York. Nevertheless, Hoboken has a character and dignity all its own. It has a history to look back upon almost as long as the history of New Amsterdam and New York itself. Its earlier slow progress was in part due to its geographical handicaps. Brooklyn is tied to New York by several magnificent bridges, but Hoboken can be reached only by boat or passenger tunnel, and to leave it one must literally climb out. There are iron stairways, ravine roads, zig-zags, viaducts, wagon elevators, railroad tunnels, and elevated trolley lines, the building of which required engineering skill of no mean ability. The peculiar natural boundaries presented great difficulties to the pioneer settlers of Hoboken. They found the place an island with a vast swamp stretching towards the present Jersey City Heights and as we in our day traverse this reclaimed section with its many miles of city parks, factories, schools, churches and substantial brick residences, we begin to realize that those early pioneers commenced a work in their day that practically lifted a city out of the water. It may be said indeed that through many years of industrious tugging at its own bootstraps Hoboken has pulled itself and all that its name stands for above the level of the sea.

The Hoboken creek was not an irregular expanse of swamp water, but a well-defined stream, within its own channel, and it was this that made Hoboken an island in point of fact. It flowed near the edge of the swamp, at the base of the hill, and for many years it could be relied upon to flood the neighborhood at the foot of First street, after every heavy rain. The Hoboken creek

was, in reality, a long encircling arm of the Hudson, and subject to its tides. Hoboken remained in its aboriginal state long after Hudson landed, but things changed greatly when the property came into the possession of the Bayards, who were wealthy and took pride in their island home, converting it to a high state of cultivation, as we learn from the daily journals of 1760. There was a garden of five acres, a wonderful orchard, including trees which bore cherries, plums, nectarines and apricots. There were, too, a summer residence, a farm house, an extraordinary kitchen, a smoke house, a tool house, and a herd of sixty cattle. With the Bayards in possession, we must once more think of a long period of peace and quietness in Hoboken—sixty-three years, indeed, of grazing cattle among rural glades, as this family retained the island farm from 1711 to 1774. The Revolutionary War put an end to this period. The Bayards at the crucial moment gave their sympathies to the Tories, so that their estates were confiscated and they betook themselves to Canada.

With an adequate ferry service established in 1821, Hoboken began to boom. By 1829 there was a post office, four hotels, four groceries, three smithies, one wheelwright, two carpenter shops, one livery stable, one distillery, one steel manufactory, three schools, and a population of between four and five hundred persons. The old maps of that day disclose the fact that a real estate boom and summer resort were dividing Hoboken between them. It was no uncommon thing for twenty thousand persons to visit the Elysian Fields in a single day. Upon leaving the ferry boat the visitors took the shady paths leading along the river front and walked towards the Elysian Fields, and within the memory of the present generation this walk was in evidence at Fourth street and continued as far as Tenth street, where the Elysian Fields began. The fields extended north to Fifteenth street and west to Clinton. A writer of that day comments upon their beauty as follows: "It is hardly possible to imagine a public park of greater attraction; a broad belt of underwood and flowering shrubs, studded at intervals with lofty trees, run for two miles along a cliff which overhangs the matchless Hudson." The old "'76 House" and the Sybil Cave were the two superior attractions. The last was formed by an excavation in the rock at Castle Point, and its fame was spread far and wide.

As the years passed, the new order began, and Hoboken, the ideal woodland, the summer resort, the Elysian campus, where youth played and adolescence made love, and old men dreamed dreams, sank into the twilight. The great industrial age blotted it out and prose took the place of poetry. Floating cities, as numerous in population as the Hoboken of a generation or two ago, swung at her brand new piers. Pan became a sleek and prosperous manufacturer. The satyr evolved into a banker and corporation lawyer. In place of Colonnades and Sybil's caves arrived the Chambers of Commerce and Hudson Tunnel Terminals. But Hoboken still likes to think of the Indian childhood that was its ancient charm. When dusk falls, Iroquois and Mohegan fight again in its walks. Sybil with Pan and his goats pipe in the green. The Hudson murmurs underneath its piers of the dream that once was and now is not—the great elms, the enchanted caves, the meads of Elysium, the murmuring streamlets, the happy cries of childhood on the enamelled green, the bearded men fighting their battles over again, the woodland gods playing hide-and-seek with lovers who thought the earth bloomed for them alone. Little wonder that Hoboken, a thing of mirth to the benighted metropolitan, remains a place dear to the Hobokenite who sees in its pleasant streets and unpretentious dwellings a memory of older days when the place was less industrially rich, but a treasury and cornucopia of all the wealth and loveliness of nature.

PART FIVE

WEST HUDSON

CHAPTER I.

INTRODUCTION.

The three municipalities, the town of Kearny, borough of East Newark, and town of Harrison, forming the western border of Hudson county have grown rapidly during recent years into important factors in the industrial history of the county. Twenty-five years ago West Hudson was distinctly separated from the eastern side of the county, and its interests, socially, commercially, and in other ways, was largely identified with the city of Newark, lying on the opposite side of the Passaic river, in Essex county.

With the great change that has taken place during the last ten years in transportation, due to the use of the automobile and motor truck, this separateness has ceased and East and West Hudson are to-day identical in interest. The same causes which brought about this change in the social and commercial interest of these communities have brought other and even more important and permanent changes. They have opened up for industrial development the great meadow lands which form a large part of the geographical area of the town of Kearny, so that to-day the former desolated and empty meadow tract between East and West Hudson has been drawn together until what seemed a few years ago a natural barrier, has ceased to exist.

The town of Kearny occupies the north end of the peninsula of upland which borders the east bank of the Passaic river. Lying directly south, and about two miles from the Bergen county line, is the town of Harrison, with the small borough of East Newark sandwiched in between, and forming a compact, almost square, area, which includes, however, the great plant of the Clark's Thread Mills, the largest cotton thread mills in the United States, and which, with the Newark plant on the opposite side of the Passaic river, constitutes one of the largest thread mills of the world.

The town of Harrison is the senior municipality of the three West Hudson communities. It is an industrial center of great importance to the entire country and its products of heavy machinery, tools and devices in iron, steel and other metals, go to every part of the world.

There is little community of interest between the upper, or Kearny end of the West Hudson peninsula and the lower or Harrison end. The people of Kearny are largely Protestants, while in Harrison, Roman Catholics are in a great majority. Religious differences or friction, however, do not exist, and never have. To the contrary, there is a very distinct attitude on the part of the people in both sections of respect and consideration for each others' views, politically as well as in religious matters. The division, therefore, is largely a social one. All three municipalities are well supplied with churches, theatres, public institutions and public schools, the town of Kearny especially having a magnificent high school building equipped with the most modern facilities and educational accommodations. A second and larger high school to cost \$1,000,000 will be ready for occupancy in the fall of 1923.

The population of the West Hudson towns is typically American. In Arlington, the post office name for the upper end of the town of Kearny, a large majority of the residents are old-time American families whose men folk transact business or are employed in New York City. There is a considerable percentage of residents of Scandinavian or Hungarian descent, the progeny of a large colony which settled in the Arlington section forty

years ago. In lower Kearny the English and Scotch are in a majority and most of them are employed in the cotton and linen thread mills or in the great plant of the Nairn Linoleum Works.

The Harrison descendants of the Irish immigration of sixty years ago have given character and expression to that municipality's growth and development. In recent years, the lower wards of Harrison have been greatly increased in population by an influx of people from the Slavish countries of Europe.

The World War made vast changes in all three of the West Hudson towns. In Harrison the great plants of the Westinghouse Pump Works, the Crucible Steel Company, the Driver-Harris Wire Works, the Hyatt Roller Bearing Mills of the General Motors Corporation, worked day and night almost from the start of the war. Plant additions sprang into being almost over night, and when this country entered the war, the production of these plants nearly doubled the records made when they were turning out these products for the allies. In Kearny, also, all its great industries grew amazingly, and plants covering hundreds of acres were erected on the vacant meadow lands. On the banks of the Passaic river, near Point-no-Point, the point of land formed by the confluence of the Passaic and Hackensack rivers, where they empty into Newark bay, the first shipyard to build wooden ships to replace the vessel tonnage that was being sunk by the German U-boats, was hastily erected. On the Hackensack river, directly east of this yard, the Federal shipyard, a quickly organized subsidiary of the U. S. Steel Corporation, constructed in the most permanent manner, a model shipping plant with a capacity of one 8,000-ton vessel a week. From this great shipyard, one of the best equipped on the Atlantic Coast, although not so large as many of the other war-time shipbuilding plants, some of the finest steamships made during the war were constructed. All of the Kearny built steamships have been kept in constant commission since the war, and the Federal shipyard plant is one of the few in the country which continues to-day to send new bottoms into the water.

North of this shipyard Henry Ford's eastern assembling and distribution plant, with a capacity for 500 cars a day, was hastily erected, but the armistice being signed while construction was still going on, it was not until 1920 that the Ford plant started in regular operation. Early in 1922 the plant reached capacity production. Still further north a large area bordering the Passaic river and running eastward for about one mile, was taken over by the Government and converted into a naval supply station and storage base, and from this place thousands of steam locomotives, hundreds of shiploads of rails, motor trucks, automobiles, freight cars, and all other kinds of war materials were loaded aboard camouflaged ships and taken across. After the armistice, this base was sold gradually to private interests, and along the concrete roadways built by the Government, the motor vehicles of the new owners are now constantly carrying the varied products there manufactured.

The material advantage of these war-time activities have been permanent to Kearny for the reason that the unusual facilities which induced the selection of this territory in the war emergency, has been shown by experience to permit of greater economy in manufacture by the saving of shipping and handling costs. With the exception of the yard where the first wooden ships were built, and the naval supply base, all the war-time erected plants



STATUE—HOME FOR DISABLED SOLDIERS, KEARNY

are occupied, and in 1923 more labor was employed than during the busy year of 1918.

The United States census report for 1920 shows that during the ten years from 1910 to 1920, the population of Kearny increased from 18,659 to 26,724, or more than 42 per cent. In 1914 the total value of products manufactured in Kearny was \$15,419,824. In 1919 the total increased to \$80,832,074, with 14,866 wage earners employed, the largest percentage of industrial growth for any municipality in the State during the war. Since 1919 there has been no retrogression or let-down to this remarkable industrial development, and early in 1923, with business conditions rapidly improving all over the country, it was estimated by Kearny officials that the developments during the next five-year period would greatly exceed the record made during the war.

CHAPTER II.

EARLY COLONIAL DAYS.

The territory occupied by the West Hudson municipalities was originally named New Barbadoes Neck. (See part I, chapter XII). William J. Davis, of Harrison, president of the Hudson County Park Commission and a counselor-at-law, practicing in Jersey City, still lives in the Colonial house of the Davis family, on land which has not passed or been deeded since the original deed to James Davis in the eighteenth century.

In the early days of New Barbadoes Neck, there were probably a number of lanes and country roads; some of them were trails, which connected the various farms with points on the river where ferriage might be found. Harrison avenue was probably once a country lane leading to Schuyler avenue. When copper was discovered, in 1719, a new impetus was given to road making, as it was necessary to cart the ore to boats on the Passaic, and elsewhere. For many years most of the ore was probably carted on Schuyler's road, now part of Belleville Turnpike, westward to the Passaic, for we find, even as late at 1755, that an advertisement of the sale of a ferry on the Passaic reads as follows: "To be Let—The ferry across Pissaick River in East Jersey, together with a large stone ferry house and stable, convenient to entertain travelers, as also a good garden to the same belonging. Tis pleasantly situated, directly opposite Colonel John Schuyler's dwelling house, and within a mile of Messrs. Schuyler's and Lucas's copper mines, which are both at work and in the way of all the mines and travelers." It may have been that very early some carting was done through the "back" road or old Copper Mine avenue, southward to its junction with the present Harrison avenue, and thence to the Passaic river, opposite the present Bridge street, Newark, where Camp's Dock was located.

About 1759 John Schuyler constructed a road from his plantation and mines to what was thereafter called Schuyler's Ferry on the Hackensack. The road is said to have been built by the labor of sailors, who were at that time blockaded in New York Harbor. It was a corduroy road, constructed with split cedar logs. Some of these logs still existed in 1914, when it was converted into a fine, macadamized highway, where it crosses the wide meadows.

The Harrison Turnpike is another very old thoroughfare. In the early days, travelers were obliged to cross at Dow's Ferry on their way to Paulus

Hook, but at about the beginning of the 19th century bridges were built, and this road became a popular route to the Hudson river from Newark.

The old Lodi Hotel, destroyed by fire in 1902, located at the Northeast corner of Schuyler and Harrison avenues, was a well-known landmark for about a century. When Lafayette, in 1824, made his last visit to America, the Essex Troop, then as later, a fine cavalry organization, came over from Newark, and met the General at this old hotel and from there escorted him to the Essex county city.

The Plank Road, which runs across the lower point of the Kearny meadowland, was legally authorized to be built as early as 1765. For many years it was connected by means of ferrys at both rivers, but when bridges were built on the turnpike which now runs through Harrison, that old "Ferry Road," by way of Market street, was abandoned. It was reconstructed as the Newark Plank Road in 1849 and is, in 1923, a section of the famous Lincoln Highway.

It will be noticed that the West Hudson section has been generously supplied with different names at different periods of its early history. A progressive catalogue of these various designations may be interesting. The Hackensack Indians called the section Meghgecticock. Then Captain Sanford named it New Barbadoes. For a century afterward it was variously called New Barbadoes Neck, Barbadoes Neck, Barbary Neck and Barber's Neck. A section on the bank of the Passaic was later called Petersborough, after Colonel Peter Schuyler. Later this section, with considerable more territory added to it, received the name of Kennedy's Farm. Probably under this designation was included most of the territory along the ridge, from the Schuyler Mansion south to the present town of Harrison. On the Fourth of July, 1815, at an enthusiastic town celebration, the citizens of Kennedy's farm voted in favor of calling this section Lodi. Lodi, as did New Barbadoes before it, embraced much of the territory which is now included in Bergen county, extending almost to the town of Hackensack. Twenty-five years later, when the new county of Hudson was partitioned off from Bergen, with the line drawn at the Belleville Turnpike, all that portion of Lodi lying south of that line was embraced in a new township called Harrison, in honor of President William Henry Harrison, the hero of the battle of Tippecanoe, who was inaugurated March, 1841, and died a month later, the first United States President to die in office.

The name Lodi was taken from a town in northern Italy, which witnessed one of the most daring and brilliant exploits of the French under Bonaparte. On May 10, 1796, Napoleon, after the terrible passage of the long and narrow bridge over the Adda, under the full fire of the Austrian batteries, won the victory which secured him the position of Lombardy. The Italian pronunciation is, of course, "Lo-Dee." Doubtless the early dwellers of this section were profoundly impressed by the great achievement of the little Corporal and hence chose the name of the scene of one of his great triumphs.

When General Kearny died, in 1862, the newspaper referred to Belle Grove as being located in East Newark, and this section, as a whole, long before the East Newark Borough was incorporated, seems to have gone by this convenient name. It was in 1867 that the northern or farm section of Harrison was separated from the more populous section near Harrison avenue, and named Kearny in honor of the deceased general and late proprietor of Belle Grove. The crooked and seemingly capricious line which sep-

arates the two townships was really necessitated at that time by the boundary lines of the farm properties, which were to be included in the new township. In 1897 was born the last descendant of old Barbadoes Neck, when East Newark Borough, a fair daughter with a silver spoon in her mouth, appeared among her sisters clothed in the rich garments of a child of opulence. Another name that has designated a part of the territory is that of Arlington, which was given to that well-known residential community when the Midland railway, now the Greenwood Lake Branch, was put through in 1874. It is growing every year more populous and beautiful.

CHAPTER III.

SCHUYLER'S MANSION AND THE COPPER MINES.

Along the Passaic river from what is now the town of Kearny to the Bergen county line, prior to the Revolutionary period, were located a number of country estates probably the most elaborate and costly then in America. Up near the present Bergen county line and facing the present town of Belleville on the west shore of the Passaic river, the magnificent estate of the Schuyler family spreads its wide acres. The mansion, built in 1740, and still standing, was constructed of brick imported from Holland, half way up the slope which then ran from the east shore of the Passaic to the top of the ridge, which runs north and south about three-quarters of a mile from the river. Over the wide and ample lawns of this great mansion, trees brought from the most distant countries by the first Arent Schuyler, and planted with a remarkable appreciation of landscape and gardening effect, formed a beautiful setting scarcely to be duplicated.

At that time the Passaic river was one of the scenic streams of the new world, and travelers from Europe wrote of the beautiful Passaic with glowing description of its attractions. The Schuyler Mansion was located at the most picturesque section of the river and with the improvements made by the Schuyler family the fame of the mansion and its beautiful setting extended even to Europe. In addition to the mansion there was a group of buildings for house servants and employees on the estate. The greenhouse, where rare plants brought from the tropics were grown and experimented with, covered nearly an acre. Back of the mansion and running to the top of the ridge were deer parks of several hundred acres extent, which were maintained for nearly half a century in their natural beauty and thickly covered with virgin forest growth.

The foundation walls and ruins of half a dozen great estates south of the Schuyler property have been cleared away during the past two decades to make place for modern residences or street grading. The old Schuyler Mansion and a large part of the beautiful old lawn still remains unimproved, but has fallen into the hands of caretakers who have little thought for its historic interest.

(See part I, chapter XII). Arent Schuyler mined but little copper because of the scarcity of skilled labor and the lack of knowledge of refining, and it was not until his grandson of the same name inherited the property, sometime about the middle of the 18th century, that copper mining operations assumed importance. In 1761 a steam engine was imported from England for the purpose of pumping water from the mine shafts, and with the engine came Josiah Hornblower as engineer. Josiah was the father of the first chief justice of New

Jersey. Mining operations were carried on by the Schuyler family for many years subsequent to the importation of this famous steam engine, which, tradition says, was the first to be operated in America. It was the first mine regularly operated in America, and the original mining shafts dug by the Schuyler miners are to-day objects of interest to students of geology and mineralogy. The old shafts are located a short distance north of Arlington Cemetery on the "riser" looking toward the Kearny meadowland. In later years the mining operations were transferred to the Belleville side of the Passaic river and until very recently turned out high percentage ore. During this same one hundred years no special efforts were made by either the Sanford or Kingsland families to induce settlers to locate on the excellent farming land lying along the east side of the upland, but gradually small farms began to appear and about the time of the Revolution several scattered settlements existed, one near the present site of Kingsland in Bergen county, two miles north of the Schuyler Mansion, another near Arlington on the old copper mine road, and one in Harrison on the Davis estate and Duke's farm.

During the Revolutionary War the Schuyler Mansion frequently played a conspicuous and historic part in that great national drama. As previously told, the operation of the copper mines for many years before the Revolution brought its owners a constantly increasing revenue. The prestige of great wealth, an ancestry equal to any in America, and a genius for hospitality, made the Schuyler family famous, not only in America, but in England and on the Continent. For half a century before the stirring days of '76 no foreigner of distinction visiting Boston, New York, or Philadelphia, failed to pay his respects to the master and mistress of the best known country mansion in the colonies and one of its recognized social centers.

Colonel Peter Schuyler, an intimate friend of General George Washington, was the head of the Schuyler family when the Declaration of Independence was signed. He had attained fame and reputation as an able and fearless officer in the war between England and France, having taken his famous regiment, "the Jersey Blues," to Canada to fight the French in 1746 and again in 1756. He was a trained Indian fighter and a great friend of Sir William Johnson, who for many years was the Royal commissioner in charge of Indian affairs for the colonies. During his second campaign into Canada, Colonel Schuyler was captured by the French at Oswego, in August 1757, and was detained a prisoner for eight months. His captivity proved a happy one for many less fortunate soldiers, as he used his wealth liberally in providing for and, finally, by ransoming all of his fellow captives. On his return from this adventure he was given a public reception in Newark, which was attended by many leading residents of New York, Philadelphia, and by the officials of the city. During the reception all Newark residences were illuminated, cannons were discharged, and all the troops available paraded.

Colonel Schuyler was released by the French commander on parole, and for nine months he remained in the residence of his estate at Petersborough, just south of the Schuyler Mansion. At the expiration of his parole, Colonel Schuyler returned to Montreal and delivered himself back as a prisoner of war, but shortly after that event he was released without parole by the French commander. During his parole, Colonel Schuyler was hailed everywhere he went as one of the country's great heroes, and was guest of honor at a testimonial reception tendered by residents of Trenton



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and Princeton. He was also constantly honored in New York whenever he visited that city.

When Lord Howe took possession of New York harbor, the proximity of the famous Schuyler Mansion proved irresistible to many of his officers and, many times during the varying fortunes of the war, the restful reaches of the wide lawns fronting the old mansion were brilliant with scarlet uniforms. On several occasions the British forces occupied the property, but each time the patrols assembled on the high lands back of Belleville and forced the British to retreat.

CHAPTER IV.

IN REVOLUTIONARY DAYS.

Early in September, 1777, Sir Henry Clinton selected the Schuyler Mansion for his headquarters in one of the most important raiding operations attempted by him during the Revolution. This raid was only partially successful because of the patriotism of the Americans and very largely because of the two days' battle that was fought for possession of the old Schuyler place. The military operations leading to this Revolutionary battle, fought by volunteer patriots occupying the heights back of Belleville, and the regular British forces occupying the mansion and other buildings on the Schuyler estate, were of an elaborate nature. The Seventh, Twenty-sixth, and Fifty-second regiments, the Anspeck and Waldeck grenadiers, and 300 provincials in command of Brigadier General John Campbell, were ordered to cross Hackensack river at Schuyler's Ferry and march over the corduroy road to "Schuyler's Heights," as the mansion was described in his official orders. Other British regiments stationed in upper New York and at Fort Lee were ordered to raid the country as far west as Hackensack and thence down the upland to "Schuyler Heights," taking the country on both sides of the Passaic river, south of the present borough of Rutherford.

On September 12th, Sir Henry Clinton arrived at the Schuyler Mansion, where he found Captain Sutherland in occupation with about 250 British regulars. Clinton's forces, to the number of about 6,000, arrived at the "Schuyler Heights" headquarters the same day and, before night fell, the heights at Belleville were strongly occupied by volunteer patriots, who promptly started sniping operations and captured all the boats along the river, preventing the British from crossing. Clinton had ordered the Staten Island troops to bring three cannons with them and, at daybreak on September 13th, these three guns attempted to drive the volunteers back from the Belleville heights. The American volunteer force had been strengthened during the night by the arrival of a few Continentals and one gun, which was used to answer the fire of the British; but by nightfall the ammunition of the Americans was exhausted and they were forced to retire toward evening to the Second river, where they entrenched on the south bank of the deep ravine through which the Second river pursued its course to the Passaic river. It is stated by the Rev. Joseph S. Folsom, former pastor of the Knox Presbyterian Church in Kearny, in a historical memoranda calling attention to this battle, that about this time lead bullets became among the Americans too scarce to waste, and Abram Van Riper, the village blacksmith of Second river, furnished missiles to the soldiers by cutting off slugs of iron to be used as bullets. When his stock was exhausted he said, "Here,

boys, take the hammer." Meanwhile the British soldiers on the New Barbadoes side of the river, had gotten an inkling of how the ammunition was being manufactured, and one of them cried out, "Get out of the way boys, the blacksmith shop will come next." It is said that a Captain Spear, during one of these duels, climbed to the Second River Reformed Church belfry, and from that point shot and killed a British officer who was near the Schuyler house. Josiah Hornblower, who was the engineer in charge of the Schuyler copper mines, was at one time almost captured by the British outpost, but he escaped across the Passaic. The New York "Gazette and Weekly Mercury" (a Tory organ) of December 29, 1777, reports this little item of information about this section: "We are informed that there is a scouting party three times a day on New Barbadoes Neck, 100 of the rebels are billeted at Second river." This statement, if true, must have meant that soldiers from the Continental army encamped at Newark and vicinity, made frequent reconnaissance of this neighborhood to prevent a surprise upon Newark.

On September 14th, a part of the British force, commanded by Lieut. Colonel Abraham Van Buskirk, having forded the river at the rapids south of Rutherford, engaged the Americans entrenched at Second river and another battle was waged which continued until nightfall. The place of the battle is now occupied by Tiffany and Company's jewelry plant. The net result of the engagement was a curtailment of Clinton's raid and a delay of thirty-six hours to his campaign, sufficient time to permit every resident in the threatened territory to drive his live stock to a place of safety. Altogether, the British secured about four-hundred head of cattle and other stock, which were driven back by way of Hackensack and Fort Lee, to New York City, where it was much needed for food purposes. Sir Henry Clinton retired from "Schuyler Heights" September 14.

One severely cold winter night a party of Jerseymen from the vicinity of Bloomfield crossed the meadows with a team of good horses and a wooden sled. They were after adventure. They crossed the Hackensack and came up to a little school house where a party of British officers and soldiers were singing and dancing. Captain John Kidney, who led the little attacking party, called on the revellers to surrender, after he had disposed his men so that it would appear he had a considerable number. The prisoners were taken out one by one, muffled and hurried to the sled. When a load was made up, the captors started for home. When they reached the meadows, they heard the alarm go off, but they were too far away for pursuit. They landed their prisoners in the Morristown jail before morning and returned home. Their course was probably over the Belleville Turnpike.

In the early part of 1776, a military company was formed on New Barbadoes Neck. Its officers were: Jacobus Jerolomon, captain; Peter Sanford, first lieutenant; Elijah Sanford, second lieutenant; and John Jerolomon, ensign. The Belleville Turnpike would have been the scene of a victorious retreat during the Revolutionary struggle had it not been that somebody blundered and upset some well-laid plans. The famous "Light Horse Harry Lee," who made the successful raid on the British works at Paulus Hook, New Jersey, August 19, 1779, and captured one-hundred and fifty-nine prisoners, had intended to use the turnpike through New Barbadoes Neck on his retreat back to Hackensack, where his military base was located at the time. He approached Paulus Hook from the north by way of the ridge between

the Hackensack and the Hudson, and he had ordered boats to be sent from Newark to Dow's Ferry on the Hackensack, to carry his men on their return across that river to the Belleville Turnpike, so that they could make their retreat across the meadows to the ridge along the Passaic, and thence going northward, reach Hackensack by a safe route. Lee was delayed in his enterprise and when, with his victorious troops, he came by way of the present Newark avenue in Jersey City to the Hackensack, he found that the boats had been sent back to Newark, it being supposed that Lee's project had miscarried. Exasperated and disappointed, Lee had to return by the more dangerous road, along the heights of Bergen, and fight his way to the new bridge near the town of Hackensack.

CHAPTER V.

AFTER THE WAR.

During all the years prior to and for many years after the Revolution, the means of transportation between West Hudson and the east side of Hudson county was restricted to the crude copper mine corduroy road of split cedar logs, which was built about 1759, diagonally across Kearny meadowland to Schuyler Ferry on the Hackensack river. More than a mile farther south, a still better road, built of planks and therefore called the Plank Road, crossed the extreme lower end of the Kearny meadowland. This latter road was of little use to the people of West Hudson as it could only be reached by way of Newark. The Plank Road was for years the official stage route between New York and Philadelphia. Travelers by the Plank Road crossed the Hackensack at Brown's Ferry, great flatboats or scows being used for the conveyance of horses and vehicles, the latter, however, being few and far between. Brown's Ferry was located near the present crossing of the Hackensack in the route of the Lincoln highway.

An interesting letter written in 1794 by an English traveler named Henry Wansey, which was published in England in 1798, throws a colorful light on the physical condition of the West Hudson towns at that time. That portion of the letter which describes the territory we are interested in reads:

I paid \$5.00 and went in a stage called the Industry. All the way to Newark (nine miles) is very flat, marshy country, intersected with rivers; many cedar swamps abounding with musketoes, which bit our legs and hands exceedingly; where they fix, they will continue sucking your blood, if not disturbed, till they swell to four times their ordinary size, when they absolutely fall off and burst from their fulness. At two miles we cross a large cedar swamp; at three miles we intersect the road leading to Berghen, a Dutch town, half a mile distant on our right; at five miles we cross Hackensack river, here a bridge is going to be built to prevent the tedious passage by a boat or a scow; at six miles we cross the Passaic river (coaches and all) in a scow by means of pulling a rope fastened to the other side.

Obviously this traveller followed the old Plank Road (now Lincoln Highway), which was the regular stage route at that time between New York and Philadelphia. Perhaps the most interesting information in this old letter is the statement that a bridge was being constructed to take the place of the old scowboat ferry.

Three years before this letter was written the Harrison Turnpike was opened, making a second highway between Newark and New York City. There is some uncertainty as to the exact date when the old Schuyler copper mine or corduroy road was built, but it was probably about 1759, because the old records state that it was built by John Schuyler during the

French and Indian War by sailors from British ships blockaded in New York harbor by the French. Colonel Peter Schuyler, younger brother of John, in all probability secured these sailors because of his great influence with the British commanding officers. As already told, Colonel Schuyler served as a commanding officer in both of the French and Indian wars, but in his second campaign his reputation was firmly established and his influence was more far reaching than it was in the first campaign.

As the years multiplied into the nineteenth century a considerable settlement sprang up in Harrison along the Turnpike Road all the way from the Davis manor house to the Passaic river. Most of these early settlers were farmers who either managed their own farms or were employed on the wide acres of the Davis or Duke estates. Like most other American pioneer communities, many years elapsed before it seemed necessary to organize a formal government, the early colonists and their descendants looking apparently, with repugnance at courts and other ceremonial forms of government. Crimes were few and far between and acts of violence equally uncommon, the few taking place being turned over to the sheriff of the county by the local constable who was usually the village blacksmith. It is to be seen from what has been written that for many years the population of West Hudson was small and widely scattered. Outside of the small settlements at Harrison, and near the present site of Arlington, until long after the Revolution most of the territory remained unoccupied and uncultivated. In Harrison, Duke's farm was of baronial dimensions, the farmers employed thereon living in farm houses built at different parts of the great estate. There were a number of small farms in upper Kearny, and a small group of farmers cultivated the land lying east of the present line of Schuyler avenue, half way between the Arlington settlement and that along the Harrison Turnpike.

Probably one of the most tragic incidents in the fifty years' period following the Revolution, if not indeed the most tragic in its history, took place in the early years of the nineteenth century. This event has been passed over by practically all local histories, yet the event was one that held the absorbed attention of every one in the territory, now described as the New York Port district. For three days or more, every available able-bodied man living in West Hudson and in the small communities located along the ridge or "riser," as the old writers described the upland on which the three West Hudson towns were located, all the way up to the Hackensack, were under arms, while another small army of New York men, and a large number of sailors and naval officers then in the port, aboard a fleet of smaller boats, unearthed the river pirates who then infested the harbor and even threatened the commercial prosperity of New York City and drove them up Newark bay into the Hackensack river, where they found shelter in the wilderness of bulrushes and cedar or "gum-wood" trees that then almost entirely covered the meadow tract from Point-no-Point, the most southerly point of land on the Kearny meadows, to within a short distance of the town of Hackensack. Many of the old-time river pirates had their hiding places at Bayonne prior to this historic raid, which was planned and carried out by the respective sheriffs of old Bergen and New York counties, aided by all the naval men in port and probably a thousand or more volunteers.

During the raid by the fleet of small boats, both sides of New York harbor were swept clear, every hiding place being made to disgorge its gang, most of them fleeing in advance of actual attack to Bayonne Peninsula,

where they fled over land to Newark bay and the hiding places of their row boats, sloops and other craft. Staten Island, another favorite hiding place of the pirates, was swept clean by a land patrol acting in concert with the raiding fleet, and a large number of pirates were driven up the Arthur Kills into the mouth of Newark bay.

The pirates evidently had a well-provided camp secreted in the tract of the Kearny meadows somewhere opposite Snake Hill,¹ which they reached by means of a tidal creek or stream. After a desultory engagement of two days the woods were set on fire to drive the pirates from their hiding places. "A strong wind from the south having come up," says the old record, "the woods were set afire where the land starts at the bend of Newark Bay."

Thirty-five years ago the grandfather of Former Sheriff John Van Bussom, gave a graphic description of this pirate hunt, having been one of the mounted volunteers who patrolled the "riser" along that section, now called Hasbrouck Heights, where his farm was located. Many of these pirates escaped, but many others were killed in resisting arrest. Former Sheriff Van Bussom's grandfather mortally wounded one of them when he endeavored to escape and while resisting arrest. In those days piracy was punished with death. The bitter feeling, aroused by the river pirates' long-continued deeds and outrages in New York port, which was raised to fire heat by the slaughter of the party of volunteers opposite Snake Hill, created a passion which, it is quite apparent, had thoroughly aroused the public, and little mercy was shown them unless they threw down their arms and surrendered.

CHAPTER VI.

INDUSTRIAL LIFE.

Very few municipalities in the United States can show the remarkable industrial development which has taken place on the Kearny meadowland during the last ten years. For many years the meadows, a marsh land, were deemed worthless and even as late as twenty-five years ago, or in the later years of the last century, members of the Council suggested abandoning the entire tract as a common nuisance which cost the township more money to police and guard than it was worth. A large part of the meadow-

¹Snake Hill is properly named. The Indians called it by a name which means "the home of snakes," and all the early colonists gave the place a wide berth notwithstanding that its wood-crowned heights sheltered many acres of highly productive soil. They kept away, however, because the marsh land, which borders the peculiarly sloped hill that rises like a buttress from the dead level of the wide meadow tract, was littered infested with huge black water snakes, many of them from twelve to fifteen feet long. Fifty years ago, the author hiked across the old Secaucus road to the famous home of the snakes, on what was then called a "snake hunt," in company with Carl Semler, a youthful naturalist, who bore an excellent reputation among his youthful friends because he never hesitated to seize a snake with his bare hands. During that trip hundreds of huge snakes were seen lying half in and half out of the ditch bordering the Secaucus road, and Carl repeatedly demonstrated his courage and dexterity by grabbing the largest of these found lying asleep in the midday sun. One of these big fellows measured more than eight feet, and although he grabbed it near the neck and immediately started swinging its heavy body, the snake was strong enough to wrap itself several times about his arm. Carl killed it by crushing its hissing and gaping head against a rock in the roadway.

On another occasion while investigating the Hackensack river side of Snake Hill, in a row boat, at the outbreak of a fierce summer squall, and just after a six-foot sturgeon had jumped from the river not more than six feet away to fall back into the water with a splash which drenched the occupants of the boat, the Snake Hill shore line was found actually, not figuratively, alive with huge snakes, some of them actually scintillating with the bronze-like blackness characteristic of these reptiles when in the best condition. For not less than a quarter of a mile of shore line, the steep bank was a mass of hissing, squirming, villainous water snakes, almost all of them black. Snake Hill was certainly well named by the aborigines as the home of snakes.

land was for many years held by the Pike estate and until somewhere about 1900, most of this estate was held intact. Following the opening of the present century, blocks of the old Pike estate were sold off by the heirs, and these sales at that time were considered masterpieces of salesmanship. At that time the entire meadow tract was as nature made it, the only exception being the two or three boat houses which had sprung up adjacent to the railroad bridges crossing the Hackensack river.

The assessor's books show to-day that within ten years, meadowland has been purchased for industrial purposes which were assessed in 1922 at a valuation of \$3,985,534, and that on the land so purchased has been erected factory buildings, mills, power plants, shipyards, coke ovens, gas manufacturing plants, costing for buildings alone the fine total of \$5,260,350. Including personal valuations of nearly \$4,000,000, these new industrial plants were assessed in 1922 for a total of \$13,250,000, and the taxes paid by these industries to the town of Kearny that same year amounted to about \$435,000.

The real beginning of modern Kearny dates from the construction of two branches of the Erie railroad, the first and by far the most important being the Greenwood Lake railroad, which cuts diagonally across the Kearny meadows and crosses the upland in Arlington by means of a deep cut to the steep bank of the Passaic river, crossing that picturesque stream by the high arches of what is called the Midland bridge.

The Greenwood Lake railroad is the successor of the old Montclair railroad which was built during Civil War time, the Arlington station being erected in 1874. Almost immediately the picturesque location of Arlington proved attractive to a large colony of New York people who desired to obtain permanent homes away from the noise and confusion of city life, yet near enough to be within easy commuting distance. The virgin site presently proved attractive to a number of large investors, who secured tracts adjacent to the railroad from the Schuyler, Sanford, or other large property owners. One of these investors was George Lord, member of the firm of Lord and Taylor, New York dry goods merchants. The Lord tract was one of the first purchased of the old Schuyler estate and was located largely in close proximity to the Arlington station. The Pyroline Manufacturing Company purchased a large tract of land east of Arlington station which extended well out, north of the railroad embankment into the meadowland. This plant is now part of the great industrial holdings of the DuPont De Nemours Corporation. The Pyroline Company created a demand for labor and within two or three years the population of the Arlington section of Kearny was more than doubled.

Almost coincident with the beginning of the industrial development in Arlington was the growth of the industrial section in that part of Kearny now included in the territory governed by the borough of East Newark. In 1876, the Mile End Thread Mills, which had been established in a small way several years before, some distance south of the present mammoth factory buildings were erected. The original mill gave employment to several hundred operators and most of them were brought to Kearny from England or Scotland, where their forefathers had been employed in cotton mills for many generations. The land on which the Mile End Mills are erected was purchased from John Williams. Prior to this time the Clark Cotton Thread Mills had been erected on the Newark side of the Passaic river, almost directly opposite the Mile End Thread Mills, and a few years after the little

plant started operations, the Mile End Mills were purchased by its big neighbor on the Newark side, and in short order new buildings were added and the present plant, including the Mile End and O. N. T. mills became hives of industry. The giant smoke stack of the O. N. T. Mills was for many years the tallest in America and it remains to-day one of the tallest smoke stacks in the world.

About 1880 the Marshall Linen Thread Mills were built on Passaic avenue, a short distance north of the Clark O. N. T. Mills, and two or three years later the great linoleum works of the Nairn Manufacturing Company erected its first great unit. The Nairn plant to-day produces the largest quantity of high quality linoleum of any plant in the world. The erection of these manufacturing establishments naturally created a demand for labor, both skilled and unskilled. In lower Kearny, where the thread and linoleum mills were located, employees were induced to come from England and Scotland and in the course of ten or fifteen years the population of lower Kearny was largely English or Scotch. In the Arlington section, immigrants from the north of Europe were in the ascendancy, although not at any time constituting a majority of the population of that end of Kearny. The settlement in Arlington of the Swedish and Belgium immigrants was brought about in a peculiar but perfectly typical manner.

When George Lord made his investment in Arlington, he was escorted over the property by an enthusiastic and enterprising native of Sweden named Lindbloom, who had immigrated a few years before and located in Arlington, where he did all sorts of odd jobs and worked early and late to make himself a home in his newly adopted land. Mr. Lord was attracted by the energy and obvious enterprise of the young Swede and made him caretaker of his new property, a position which Lindbloom soon converted into the more lucrative and dignified office of manager and agent. He ultimately became Mr. Lord's personal representative for his Arlington holdings. Mr. Lindbloom redoubled his efforts as he became prosperous, and in a few years time he was accepted as one of the leading citizens of the young community. As he waxed strong financially and otherwise, he wrote home to his people in Sweden and forthwith there came to Arlington a steadily increasing stream of these desirable immigrants, whose sole purpose after their arrival and settlement in Arlington, seemed to be to become full-fledged thorough-going Americans. The descendants of these first Swedish settlers in Arlington are now among its most respected and prosperous residents.

Harrison is most favorably situated for manufactories and industries of all kinds, its immense waterfront and railroad facilities affording rapid means of travel and transportation of merchandise. Many of its early industries have become extinct, but it is worthy to note that the first factory built and operated in Harrison was located on the spot where the St. Pius Roman Catholic Church was built, on the corner of Jersey avenue and Third street. It was a Japanning factory and was owned by a Mr. Young; it, however, was consumed by fire about the close of the Civil War. The J. Lagowits and Company's trunk factory was at the junction of the Pennsylvania railroad and First street on the bank of the Passaic river. The factory was formerly at Newark, where it was built in 1844, but being destroyed by fire, the Harrison buildings were erected at a cost of \$100,000. The plant was subsequently enlarged, and employment at one time was given to four hundred persons, and two thousand trunks and one thousand

dozen bags were produced every week. Northward along the riverfront was the Royal Hamburg Cordovan Tanning establishment, known as the Hahn and Stumpf, which was in existence as late as 1915. The company was first organized in 1862, the plant occupying an acre of ground. Cordovan leather of every description was manufactured, also English grain cow-hide and alligator leather. Five hundred sides of leather were turned out and one hundred alligator hides were converted into leather every week. Employment was given to fifty or sixty persons constantly.

Among the pioneers of the larger industries of Harrison of the present day is the Worthington Pump and Machinery Company, that occupies an entire business block of the town. The industry is founded on the inventions of Henry Rossiter Worthington, who as early as 1840 was engaged in experiments looking towards the appliance of steam to canal navigation. His mind was already directed toward the kind of invention which was afterwards to cause his name to be remembered, that of improvements in pumps. The canal boats of that day when passing through locks used a hand pump to keep their boilers full of water. Mr. Worthington formed the idea of obtaining power from the idle boiler by the means of a small steel cylinder with a pump attached, thereby furnishing its own water. This simple mechanism effected the purpose, and in 1841 he patented his independent feed pump out of which grew the direct-action steam pump patented by him in 1849. He invented, in 1854, a direct acting action compound condensing engine, the first one being built at Savannah, Georgia, where he built in 1853-54, the first compound engine ever used in water works. The water was taken by the Savannah Water Works from the Savannah river, by means of pumping, to settling basins for low service and to a tank for high service. The daily capacity was 5,000,000 gallons, and the Worthington pump was rapidly adopted throughout the country. He afterwards invented the duplex pump, which became extensively used by mills and factories, also in cities and towns for the purpose of filling boilers to extinguish fires and for other uses. The great demand for these pumps required extensive plants for their manufacture, and property was acquired in Brooklyn, New York, where the production was carried on for a number of years with a branch plant at Elizabeth, New Jersey. These were consolidated in the eighties of the last century and the large and imposing present plant was built at Harrison. The enterprise became known as the Worthington Pump and Machinery Corporation, producing pumping machinery, condensing apparatus, etc., employment being given to over two thousand wage earners.

On the site formerly occupied by the Peters Manufacturing Company, who built their works in 1877 for the manufacture of oilcloths of all kinds, is the present lamp department of the General Electric Company of Schenectady, New York. Owing to frequent fires, the Peters Manufacturing Company abandoned the plant, and in 1880 Thomas A. Edison, then located at Menlo Park, rented the building, improved and enlarged the same, and commenced the manufacture of his newly invented electric lamps, employing two hundred persons. The present industry employs over three thousand souls in the manufacture of incandescent lamps.

The Peter Hauck & Company's brewery has been a landmark of Harrison since 1880, when the present brewery was erected to take the place of the old buildings, which were consumed by fire the same year. The refrigerating system was established soon after the completion of the new brick

brewery. Extensions have been made from time to time and, before the advent of prohibition, employment was given to one hundred wage earners.

The immense plant of The Crucible Steel Company is a unit of the Crucible Steel Company of America, incorporated under the State laws of New Jersey in 1900. At the time of the organization of the company, it owned and controlled ninety-five per cent of the total output of crucible steel in the United States. The Harrison plant in the days of its greatest activity employed in the manufacture of steel and iron over fifteen hundred, and in its ordnance department over two thousand employees.

The Hyatt Roller Bearing Company takes its name from John Wesley Hyatt, who obtained over two hundred and fifty patents for his inventions during his lifetime, one of the most important being known as celluloid and machinery for its manufacture in various articles. The manufacture of his invention of roller bearings was commenced in the later years of the past century in the three-story wooden building at the eastern end of the present plant. Brick building after building, of eight stories in height, was built overshadowing the original plant, which, occupying a wide extent of area, became one of the most important industries of Harrison. It was finally amalgamated with the General Motors Corporation of Detroit, Michigan, its production being largely taken by the automobile industries of the country. During the late war the works were in operation day and night in three shifts, employing over five thousand persons.

Adjacent to the Hyatt Roller Bearing Company is the extensive plant of the Driver-Harris Company. The insulated wire industry was first established in Harrison in 1884. At the present time the Driver-Harris Wire Company employs about five hundred persons in the manufacture of electrical wire of every description. In the close neighborhood is the Otis Elevator Company, operated by New York parties in producing elevators and hoisting machines which are known throughout the world. Employment is given to about eight hundred wage earners. Westward of this plant is the Manufacturers' Can Company, where the principal output is cans made for the canning trade; employment is furnished for nearly three hundred employees.

The first factory of the Stewart Hartshorn Company, manufacturers of shade rollers, was built in 1870, at the cost of about twenty thousand dollars; it gave employment to about two hundred persons and turned out one hundred dozen of shade rollers daily. From time to time additions have been added and at the present day, employment is given to over five hundred souls.

Among the other industries of Harrison, employing from twenty-five to two hundred wage earners, are: The Calculagraph Company, operated by New York parties in the manufacture of time records and calculating machines; the J. Chein & Company, whose plant is located in the borough of East Newark, and are producers of a varied and large line of steel toys and advertising novelties; and The National Hoisting Engine Company, employing about seventy-five wage earners in the manufacture of hoisting engines. Employment is given by the New Jersey Tube Company to several hundred persons in producing brass sheets and tubes. Grey iron castings are made by Reuther Brothers. T. Shriver and Company are manufacturers of filter and hydraulic presses. A. Allan and Son are engaged in producing red metal and bearing bronze, and John J. Cavagnaro employs about fifty wage earners in producing machinery. The Hall Manufacturing Com-

pany have a brass foundry and also produce engineer supplies. The C. S. Osborne Company are makers of artisans' tools, while T. C. M. Manufacturing Company and the Torrance Manufacturing Company employ about twenty-five persons each, the former in producing milling machines, the latter in textile machinery. The Natural Oil Products Company manufacture a line of leather and textile soaps and vegetable oil products. The Standard Wire Company produce Fourdrenier wires, etc. On the banks of the Passaic river for nearly half a century, the J. J. Spurr & Sons stone works have been established. Here marble and other stones are cut, shaped and polished, and shipped to all parts of the country. Many of the residents find employment in the Pennsylvania railroad shops, formerly situated in the town, but on account of a fire in the sixties of the last century, were removed to their present location.

CHAPTER VII.

EDUCATIONAL FACILITIES.

One of the most interesting and certainly the most important chapters of every local history is that which gives the record of its public schools. The three West Hudson towns are particularly well equipped in this respect, the schools of Kearny especially ranking with the best in the country. There are eight elementary schools, and one high school, with a new \$1,000,000 high school in process of erection, which was ready for occupancy for the fall term of 1923.

The rapid increase of school population in Kearny which dates from the time of the war, when the industrial development of the Kearny Meadows began, necessitated a bold and aggressive spirit on the part of the local Board of Education and, as is inevitably the case, the demand created by the emergency conditions of the war brought to the front with sufficient vision to see the coming demand and to provide for it. The construction of the new high school at a cost of \$1,000,000, authorized and contracted for in 1920, is a good illustration of the wide awake outlook taken by the Kearny school trustees. Prior to the execution of the new high school contract, a similarly progressive spirit was manifested in the enlargement and reconstruction of the old public school buildings to take the place of those too antiquated to meet present day requirements.

Early records of the Kearny public schools show that the cost of education was not so important a part of the tax budget as it has been in late years. Some fruitful comparisons of these figures during the past fifteen years, however, are significant of the constantly growing importance of the Kearny school system. In 1907, when Herman Dressel, Jr., came from Great Barrington, Massachusetts, to become superintendent of schools in Kearny, the total enrollment was 2,367, and it cost the taxpayers of the town \$75.026 for their support and maintenance. Four years later, in 1911-12, the enrollment increased to 3,483, and the cost of maintenance advanced to \$333,260. In 1914-15 the enrollment jumped again to 4,110 and the cost that year was \$242,921. The wide difference in the expenditure of school moneys which is a marked feature of the school financial reports since 1907, is due to the necessary expenditures for new schools, improvements, and extensions.

The first school in West Hudson of which any information is obtainable was situated just northeast of the home of William J. Davis, at the corner

of Davis and Harrison avenues, Harrison. The building was of stone and was afterward used by the Sanford family, upon whose property it was located, as a milk house. The Schuylers probably attended this school as well as the Sanfords, the Van Embergs, Myers, Morgans, Westlakes, and the Seeleys. The building was abandoned as a school about 1830, for the reason that the Schuylers and others living at the upper end of the district complained that their children had to go too far.

A site was selected at the bend of the Copper mine road, north of Bergen avenue, upon which a log school house was erected. In this crude building the minds of the boys and girls of that day received their first touches of polish. When Hudson county was created in 1840, this school was in charge of a man named Pell. Mr. Pell was succeeded for about a year by a woman, who does not seem to have had the strength to impress herself upon the strenuous pupils. This first woman teacher was succeeded by Mr. Kennedy, who taught the school with success prior to the Mexican War. At the same time there was a private school on the east side of the Westlake property conducted by Mrs. Marsh. Mr. Kennedy was succeeded by Robert Boody, who must have been a very successful teacher, though extremely eccentric, for he had control of the school and its successor until about 1860. It is recorded in annals of the township of Harrison, April 11, 1851, that Mr. Boody presented claims to the amount of thirteen dollars for the education of pauper children. A short distance south of the old log cabin school was another educational institution conducted by a man named Ebers. Presumably, because it made greater pretensions than the rival establishment, the Ebers School was nicknamed "swamp college." The old log school house passed its days of usefulness in 1856, as is shown by the fact that the "trustees of the Meadow District School, John Dukes, John Fullagar and John Boyd, Jr.," acquired property on the east side of Coppermine road at the end of Bergen avenue. Upon this plot a one-room frame building was erected, which was enlarged in 1872 by the addition of another room. Records show that this school was taught by Miss Maria Mattoon, as school No. 1 of Kearny, in '67, '68, '69 and part of '70, when her place was taken by Miss Alice E. Morgan, whose connection with the school continued until the close of the school year in 1884, with the exception of a short time in the middle of the seventies. In this school, many of the teachers and prominent citizens in the town at the present time, were given their scholastic training. That the character of the work done was substantial is shown by its fruits. The old building was given up as a school and the present brick building was erected on the corner of Schuyler avenue (Coppermine road) and Bergen avenue in 1886. G. W. Gamble became principal September 9, 1884, at \$750, and continued for three years. He was succeeded by E. B. Van Aken, who was the first principal of the new school.

About 1870 the township committee began to look for a site upon which to erect a school building to accommodate the rapidly growing southern part of the town. Several committees were appointed for the purpose, the first one reporting unfavorably because of the high prices of lumber and labor and advised that the matter be left until such time as the town could better afford such a building. The property of John Williams was bought for \$2,000, upon which the old Kearny town hall was subsequently erected, and in the spring of 1873 was built the predecessor of school No. 2. It was occupied about January 1, 1874, in charge of George Noble, whose name appears later in the schools of Harrison. Mr. Noble was allowed the privilege of taking

non-resident pupils and appropriating the tuition on account of the meagre salary paid, which was eight hundred dollars. A. Musgrave followed Mr. Noble on the recommendation of County Superintendent Dickinson, April 1st of the same year. This gentleman remained in charge until the close of school in the spring of 1889, having seen the growth of the school which demanded the building of the brick school at the corner of Johnston and Kearny avenues. Another story was added to this building in 1889, at which time it assumed its present appearance. Mr. Musgrave's popularity is attested by his fifteen years of service. A. G. Balcom assumed the charge of this school in the fall of 1889, and continued until June, 1895, when he was offered a much more lucrative position in Newark. During his last year in Kearny, Mr. Balcom acted as superintendent of schools as well as principal. Those who succeeded Mr. Balcom are: Edward Morgan, 1885-88; Gerald Gordon, 1888; Y. C. Pilgrim, 1901, and the present principal, T. J. Gleason. The magnificent rosewood clock in the principal's room of School No. 2 was presented to the board in 1888, by John Watts Kearny, in memory of his father, General Phil Kearny, to whom it had belonged. It was stipulated that it should not be removed to any other building.

The predecessor of School No. 3 was located at the northeast corner of Midland avenue and Elm street, on the third floor, and was taught by a gentleman named Fielder in the late seventies. Prior to this time a private school had been kept by Miss Kimball, on Midland avenue, just west of Elm street. School No. 3, on Kearny avenue near Midland, was built in 1879. This building now has six rooms, but at that time the upper floor was used as a hall, to which frequent reference is made as "Academy Hall." Mr. LeCato followed Mr. Fielder and was succeeded in 1882 for a short time by C. C. Pierce. A. M. Hubbard was placed at the head of the school in the fall of 1882, and held the position until 1884, when John Keynton took charge and remained up to the time of occupancy of No. 4 in 1892, when he became superintendent of schools, with an office in the latter building. Miss Dillie Dorchester became principal of School No. 3 upon the promotion of Mr. Keynton and gave way to Miss Nettie Kenton, who assumed the principalship in the fall of 1893. Miss Kenton, though not strong, held the position until 1898, when she resigned on account of continued ill health, and the vacancy was filled by the appointment of G. Edmund Delaney. Upon the transfer of Mr. Delaney to a better position in School No. 5, Miss A. Edith Huggan was placed in charge in the fall of 1901. William E. Ross, appointed principal in 1905, still remains in charge. Though School No. 2 had been enlarged in 1889, and all of the rooms in No. 3 were occupied, as well as a room in the fire house which stood near it, there was still a demand for more school room.

School No. 4 was begun under the direction of the township committee in 1891, though there was a board of education at the time of which L. S. Kemp was president, and J. Albert Stowe, secretary. This building is known as the high school, and was occupied about April 1, 1892. Rev. William Redheffer, with one assistant, cared for those pupils who had up to this time been pursuing high school studies in schools Nos. 2 and 3. Some of the grammar grade pupils were then as now, instructed in this building; the high school course was one of two years and was continued as such until the close of 1895, when a majority of the class then entitled to be graduated voted to remain for the completion of a three years' course just adopted by the board. The first class was graduated in June, 1894. Mr. Redheffer re-



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mained in charge of this building until June, 1893, when Mr. Keynton assumed the direction and continued until about the first of January, 1895, when his official connection with the school was terminated by the action of the Board of Education. Upon appeal to the county and State authorities, Mr. Keynton's salary was paid to the end of the school year. Superintendent Balcom devoted as much time as possible to the school until May 1st, when M. H. Kinsley assumed charge and continued until June, 1898, when he was succeeded by B. C. Bliss. In 1908 T. J. Knapp was appointed principal and still retains that position. The school has a well established four years' course, and is doing excellent work with an adequate staff of teachers. In 1890 there was scarcely a dozen children of school age north of the Greenwood Lake cut. When School No. 5 was opened in the fall of 1895, in charge of Gerald Gordon, class rooms were immediately occupied, and one more was opened before the close of the year. During the three years that Mr. Gordon had charge of the school, he did much to beautify the grounds and building. A very successful fair was held, with the proceeds of which many pictures were purchased, and a fountain placed upon the lawn, as noted elsewhere. Mr. Gordon was transferred to School No. 2 in 1898, and was succeeded by Mr. Kinsley, who was appointed county superintendent of schools in 1901. G. Delaney has successfully conducted the school since that time.

Soon after an elected Board of Education assumed control of school affairs, Public School No. 6 was under way. The building is a substantial one of brick, at the corner of Halsted street and Belle Grove Drive, having eight class rooms on the second and third floors and a good assembly room on the top floor. This was the first school building in any of the three districts under consideration to have a room set apart for purposes of assembly. The building was occupied for the first time at the opening of school in September 1902, Miss May Robbins and five assistants having control. Miss Robbins is still at the head of the school and one teacher has been added to the number. Immediately after the completion of School No. 6, a handsome and commodious building was started in 1902 at the corner of Hickory and Spruce streets and was opened about the first of January, 1903, with Miss Katherine Lee as the principal, and five other teachers. This building also had an assembly room on the top floor. Ample space provided for teachers' rooms and a good library.

The first school established in the borough of East Newark was opened in September, 1895, in the church on Second street near Central avenue, in charge of W. DeLaum Robbins and three assistants, including Miss Teresa Barton, who has the distinction of being still in the service of the board. As soon as the Borough Hall was completed Mr. Robbins and one of the assistants were transferred to the second floor of the building, thus relieving the crowded condition of the church. Many pupils still continued in the Kearny school, as they had a right to do by law, the State moneys having been received by that town. Immediate steps were taken to erect a school building on land purchased for the purpose by the township of Kearny. This building was completed in 1896 and occupied at opening of school in September; T. L. Graham was in charge, having five assistants. The school has eight class rooms on the second and third floors, all of which are now occupied. Provision had been made on the roof for a playground, and the lower floor is used for the Free Public Library. Mr. Graham continued as principal three years and was then called to the superintendency at Belle-

ville at a very much increased salary. Martin Mulvey succeeded Mr. Graham and occupied the position for two years. C. A. McGlennon became principal in September, 1901, and is the successful principal of the school at the present time.

The first president of the Board of Education was George A. Bond, one of the gentlemen appointed to a Board of Education for the borough, by County Superintendent Houghton, in 1895. This Board served until the school election in March. Mr. Bond served as president until 1897, and was succeeded by William Healy, who served for two years, and was succeeded by Walter A. Walsh, who served for a year. Thomas P. McGlennon became president in March, 1900, and held the office for two years, when he was followed in office by Mr. Walsh, who again served for another year, and then by Edwin W. Rose. Three of the Misses Morgan, Addie, Alice, and Emily, daughters of the old West Hudson family, taught in the schools of Harrison and Kearny for many years, and all won fame as disciplinarians and instructors. Another family furnishing the same quota was the Greenfield, of which Mary, Fannie, and Agnes, whose services began in the early eighties, were equally successful; and finally, the Kenton family furnished another trio, Misses Nettie, Lottie, and Margaret, all of whom won many friends among pupils and parents.

No report of the progress of the schools in Kearny would be complete without reference to the manner in which the board and superintendents have been made and unmade by the township committee. The records show that on June 15, 1871, Henry Kenton, for many years the town clerk, was appointed superintendent. The minutes of the township do not show that there was any salary attached, nor is other reference found to such matter until the passage of an ordinance, August 25, 1874, creating a Board of Education of three members, whose appointment should date from May 1, 1874, to serve for three, two, and one year respectively. For such board, F. W. Horstman, Patrick Toohey, and George Greenfield were appointed. The number of members in the board was increased to five, September 12, 1882. Some differences of opinion between the Board of Education and the township committee led to the repeal of all ordinance and supplements thereto relative to the Board of Education on the evening of July 12, 1887. At the next meeting of the committee the Messrs. Forest, Green, and Davy, of that body, were appointed a school committee. Dr. John B. Williams was appointed superintendent of schools, July 26, 1887, at a salary of two hundred and fifty dollars a year. This arrangement continued until May 13, 1890, when the ordinance creating the office of superintendent of schools was repealed. On June 24th of the same year a Board of Education was again established by ordinance, the president of the board being ex-officio superintendent of schools, L. S. Kemp. An ordinance dated August 25, 1891, created a superintendent of schools, defined his powers and duties and made him clerk of the Board of Education. As the powers and duties were defined, there was practically nothing left for the Board of Education to do except act as a figure-head. John Kenton seems to have been the man upon whom so great a responsibility rested for about two years. The president of the Board was again made superintendent and in this capacity James Allan acted for a year. Pursuant to an ordinance passed in July, 1894, A. G. Balcom was appointed superintendent of schools by the township committee and entered upon his duties on the 24th of the month. Mr. Balcom served for a year, and upon his resignation was succeeded by Mr.

Kinsley in the fall of 1895. The number of members of the Board was increased from five to nine by an ordinance passed June 13, 1896; the new board organized by the election of Mr. Kellinger as president, and Mr. Stillman as clerk of the board. That portion of the ordinance making the superintendent of schools clerk of the board was repealed July 14th following, thus removing the anomalous condition of a clerk *defacto* and one *dejure*. In July, 1896, William J. Gorsuch succeeded Mr. Kinsley as superintendent and having held the office one year, was followed by Mr. Kinsley.

Just before Christmas, 1896, the ordinance created a Board of Education with supplements thereto; this was repealed and the schools were managed by the township committee and the superintendent of schools until June 8, 1897, when a board consisting of nine members was appointed. The board organized with William G. Greenfield as president and Arthur H. Turnbull as clerk. Soon afterward John J. Howe was appointed superintendent to replace Mr. Kinsley and served for two years. A stable condition of school affairs has been maintained since 1899, when the people were allowed under the new town charter to elect the Board of Education. Don C. Bliss was supervising principal from 1900 to 1907, his successor being the present superintendent, Herman Dressel, Jr.

It should be remembered that the first schools in West Hudson were maintained by the town of Harrison, since Kearny did not become a separate municipality until 1867. The first Harrison school was opened about 1859 as a private school, by a gentleman named Weedan, in a one-story frame building adjoining Schuyler's old brewery building at the corner of John street and Harrison avenue. The rooms had but lately served the purpose of a lock-up or jail. George Warren continued the work thus established, coming to Harrison, May 8, 1862. About 1864 the school was converted into a public school and Mr. Warren continued in charge for a year. About this time the location of the school was changed from John street and Harrison avenue to the old jewelry factory at the corner of Fifth and Sussex streets, subsequently occupied by the General Electric Company, as a club house for the fire department attached to the lamp works. Edward F. Wheelan took charge in 1865 and continued until June 1871.

On account of the large number of children attending the parochial school, there were sufficient accommodations for all who desired to attend the public school, until 1893, when School No. 2 was built on Hamilton street, near Third street. This school was opened January 3, 1894, with James F. Pendergast and five assistants in charge. Mrs. Lucy Beach, Miss Gallivan, and Miss Mary Rice, three of the original teachers, are still teaching in this building. The school opened with 242 pupils and is now filled to the utmost capacity of its eight rooms every day. Property has been acquired for the erection of another building on Cross street, east of the First Baptist Church, and the money to pay for the lots is to be included in the next tax levy. The parochial school which is maintained in connection with the Church of Holy Cross, at the corner of Jersey and Third streets, Harrison, was erected as St. Pius' Church, a two-story brick building, in 1863, the upper story being used for school purposes. In 1871 a large edit on was added facing Jersey street, and in 1902 extensive addition and repairs put the school in its present fine condition, with accommodation for over 1,100 children, who are now taught by fifteen sisters of charity and two lay assistants. The last year of the work done in this school is said to be the equivalent of the usual first year high school work. St. Cecilia's Paro-

chial School on Kearny avenue near Duke street, Kearny, was established in 1894 with two sisters in charge. The school is now under the direction of Father Conroy and has six sisters instructing the three hundred and fifty pupils. The Catholic Protectory located on Belle Grove drive, opposite the end of Quincy avenue, was established about 1879 with one teacher in charge. It now has 180 boys receiving manual and mental training under the direction of Father Murand and five Christian Brothers.

A review of West Hudson's educational progress would be incomplete without mention of the German English School in Harrison, which was established in the sixties in a one-story frame building, erected on Van Solingen street, afterward Hebden street, and now Cleveland avenue. The school for several years was liberally supported by the old German families and many a good teacher from the Fatherland imparted the rudiments to boys and girls, now men and women with families and business cares; but latterly, pupils became fewer and fewer, and the tutors finally got discouraged. Several efforts to establish a German church there also met with failure. From time to time the school hall was used for merry German-American celebrations, and many an old resident has recollection of jolly nights spent in the old school house. About 1895 the building was leased for dwelling purposes.

During the years after the Civil War, George E. Noble, George Warren, Miss Emily Morgan, Miss Masker, and Miss Baldwin taught private schools. Miss Masker had the lower floor of 113 South Fourth street, while Miss Baldwin occupied a room in the old Gilbert Mansion, at the foot of Seventeenth street, later removed to make way for Delaware, Lackawanna and Western improvements. Mr. Noble succeeded Mr. Wheelan for about two years, and later accepted the principalship of School No. 2 in Kearny. John Dwyer took charge of the school in September, 1873, with Miss Emily Morgan and Miss Margaret Bogan as assistants. About the first of November of the same year, the old building was deserted for more commodious quarters in the newly erected building on Washington street near Harrison avenue, the present School No. 1. It is very much to Mr. Dwyer's credit that he is still at the head of this school.

CHAPTER VIII.

CIVIC HISTORY.

The Civil War exercised a very strong influence on the destiny of the township of Harrison, as the West Hudson territory was designated after dropping the name of Lodi township in 1840. Many of its young men were among the first to enlist when Lincoln made his first call for volunteers early in 1861, and as the war developed and lengthened into years, more and more of the youths and men of the township responded. In 1865, when Lee surrendered, the farms and homes of West Hudson had contributed their full share of patriotic blood to the saving of the Union.

The fact that General Phil Kearny, whose famous home, "Belle Grove," had been built on the high bluff overlooking Newark, about midway between the Harrison township line and the Greenwood Lake railroad cut in Arlington, was appointed by President Lincoln, brigadier-general in charge of all the New Jersey troops, roused local patriotism to the highest pitch and, a year later, when his dead body lay in state in home, "Belle Grove," a touch of bitterness was added that caused many West Hudson men to ignore all



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personal considerations and go forth to war. With the return of the soldiers in 1865, at the end of the strife, local conditions began to reflect the more active and positive opinions of men who had been through the fiery ordeal of war. In the upper section of what was then the township of Harrison, most of the inhabitants were Republicans. In the town end the Democrats were in large majority.

General N. N. Halsted, who lived in the Arlington section, believing it impossible for the upper end of the township, under these political conditions, to obtain proper recognition, started an energetic campaign to separate the upper section from Harrison, and in the Legislature of 1867 he succeeded in securing the adoption of an act creating the township of Kearny, the southerly boundary of which is identical with the present boundary between the borough of East Newark and Harrison, and the original boundary line set forth in the act of March, 1867.

The first election of officers for the new township was held in the old Lodi Hotel, which was located on Harrison Turnpike, a short distance from the eastern boundary line of Harrison. It was a very complete election, as every office in the township had to be filled. The successful candidate appears in the minute book in the following order: Town Clerk, Henry Kenton; Assessor, Stephen K. Jerolamon; Collector, William L. Ogden; Freeholder, William E. Skinner. Township Committee: John Boyd, Jr., John Van Emburgh, Jr., Nathaniel A. Halsted, Joseph L. Hewes, Francis Newbold. Commissioner of Appeals: Thomas B. Bynner, Francis L. Bragaw, Joseph Ward. Surveyor of Highways: John Williams, James Johnson. Overseer of Poor: William Tuers. Overseer of Highways: James McBride, Stephen K. Jerolamen, Henry K. Schuyler. Constables: Richard Wisttack, Samuel S. Aber, Patrick Burns. Pound Keepers: John Williams, Stephen K. Jerolamon, Alfred M. Radley. Road Tax, \$500. Poor Tax, \$100. School Tax, \$2 for each child between five and eighteen years of age. Fall and spring elections to be held at the Lodi Hotel.

At the first regular township meeting, also held in the Lodi Hotel, N. N. Halsted was elected chairman of the board, and the new town was divided into three road district, No. 1 district taking in the River Road (now Passaic avenue) from the Morris and Essex railroad bridge to the Belleville bridge. No. 2 district is briefly described as the Back Road (the Copper-mine road), and No. 3 district, the new road, the location of which is not given, but evidently intended for the present Kearny avenue. At the same meeting the town clerk was ordered to procure a minute book for the minutes and records of the township committee, a ballot box, and a record book for recording births, deaths and marriages. The first annual report made in the form of a hand bill or printed letter, was handed around at the election held in the Lodi Hotel, April 7, 1868. This report shows total receipts from all sources paid into the treasury of the township amounted to \$4,346.51. All the old officers were reelected, evidently without opposition. In the April, 1869, election, Councilmen Boyd, Van Emburgh, Halsted and Hewes were reelected, Simeon R. Van Emburgh taking the place of Francis Newbold. John Boyd was made chairman of the board. In October of 1869, the minute book records the fact that the Hudson County Grand Jury indicted the inhabitants of Kearny township for the bad condition of the "Road from Belleville across the meadows to the Newark and New York Turnpike." The third annual report, filed April 12, 1870, shows that the total income of

the township that year was \$5,688.95, and that there remained in the treasury a balance on hand of \$473.52.

The first step toward the establishment of Kearny's present fine public school system was taken August 16, 1780, when the township committee appointed a special committee to ascertain the cost of a building site and to secure an estimate on the cost of a school building on Kearny avenue, with additional accommodations suitable for holding township committee meetings and to conduct the business of the town. At the same meeting another committee was appointed to confer with the authorities of the township of Harrison for the purpose of building a "lock-up" which could be used by both municipalities. The Harrison committeemen refused to entertain or discuss the project about the investigations carried on by the School House Committee, which ultimately led to the construction of Public School No. 2 on Kearny avenue. The election of April 9, 1872, resulted in the return of Stephen K. Jerolamon to office as committeeman, taking the place of John Boyd, Jr., who was elected freeholder, but he held that position only until June 10, when he resigned. N. Norris Halsted, who seems to have acquired the title of general about this time, as it is first used in the minutes in recording the results of the April election, was appointed by the committee to fill the vacancy.

During the spring and summer of 1872, the town records show that there was considerable activity in the Arlington section over real estate. Julius H. Pratt, the Rural Homestead Company, the North Jersey Land Improvement Company, and the Arlington Land Improvement Company joined with a number of citizens for the opening, grading and curbing of a number of streets and avenues. Some of these petitions were put through practically without a contest, but considerable friction arose with respect to the route selected for others, the route for Davis avenue, for instance, being before the township board more than a year before the ordinance was finally passed.

Almost a complete change in the personnel of the township committee took place in the election of April 17, 1873, Henry K. Schuyler being the only former committeeman to receive the necessary number of votes. His associates were: Henry Boan, Thomas M. Stewart, James Johnson, and Samuel D. Shuth. Mr. Johnson was chairman. During the Johnson administration the condition of the old corduroy road over the meadow became a question of local importance and an attempt was made to abandon the old roadway, but the committee was advised that a legal description of the route would have to be filed before this could be done. In the attempt to secure this information, Township Clerk Henry Kenton was directed to make inquiry of Secretary William Patterson of the "Proprietors of New Jersey," but a search of the records and documents of these original owners of all the land in New Jersey failed to disclose the slightest information with regard to the old road. This township record indicates that at that time the committee could have had no one, even superficially acquainted with the history of the territory they governed. James O. Morgan, later famous as postmaster in New York for many years, was appointed street commissioner at the meeting of the committee held May 9, 1873. Mr. Morgan continued to reside in the Arlington section for many years, and for a good part of the time he was the recognized leader of the Republican party in the township. It was at the May meeting of the committee this same year that rules of order were for the first time formally adopted to govern

the proceedings of the township committee. In the June meeting a road survey was ordered from the Bergen county line to Harrison township. W. L. Thompson was the surveyor authorized to perform the work. Gas for street lamps was ordered November 6, 1873, the East Newark Gas Light Company contracting to furnish the lights at forty-five dollars a year, a lamp. At the meeting of November 20th, the first two applications for liquor licenses were granted. Dennis County, of the East End, and Patrick Cairns, of John street, were the applicants. At this same meeting the records show that Wallace Tappan and Company, of Syracuse, were at that time the owners of that part of the old Duke farm tract lying within Kearny township.

All township elections up to 1874 had been held in the old Lodi Hotel. Ownership of the hotel during the seven years had changed twice, first to W. L. Thompson, when it was known as Thompson's Hotel, and then to a Mr. Radley, when the name again changed to Radley's Hotel. The election of April 3, 1874, was held in the Kearny Hotel and resulted in the selection of Richard Hill, James Johnson, Augustus T. Riley, Joseph Randall, and William G. Greenfield. Mr. Hill, who was selected for chairman, was the inventor of valuable improvements in cotton mill machinery and was one of the high officials of the Clark Thread Mills, then the most important industrial interest in the township. Mr. Hill proved to be a good executive, and largely through his energy the affairs of the township during his administration began to assume the system and order of a well-governed community. David Young made his first bow to the people of Kearny during this year, as the junior member of the surveying firm of Van Duyne & Young. Mr. Young continued to serve as town surveyor until 1898, when his greater duties as president of the Consolidated Traction Company, forbid further service to the township. Bergen avenue, for many years the most important thoroughfare running east from Kearny avenue to the old Copper-mine road, was opened in 1874, and on August 25th the township committee appointed its first Board of Education. George Greenfield was elected president, with Frederick W. Horstman and Patrick Toohey as his associates. At the October 13th meeting of the township committee, Chairman Hill opened up a discussion which brought the growing community of Arlington into closer touch with the affairs of the township. At that time the people living in the Arlington section of the township had taken practically no part in the affairs of the municipality. Most of the American families located there came from New York City, many of them from the old Ninth Ward, and to all intents and purposes they were still New Yorkers. Chairman Hill's proposition was that a committee be appointed to confer with Harrison for the purpose of taking definite action to secure a water supply for both townships. The question of a water supply had been a matter of private discussion for several years prior to this time, but before Chairman Hill's suggestion it had not been discussed publicly. The committee, suggested by the chairman, was promptly appointed, and almost immediately the water supply question was the principal topic of argument and discussion throughout the West Hudson territory, presently to become the leading political issue in both townships. The water committee of Harrison was quite as eager as the Kearny committee to report back to the Harrison board a practicable method by which a water supply system might be obtained, but as the hearings progressed and the questions became involved with the political interests of certain bodies in Harrison, the Kearny com-

mittee was induced to suggest to the township committee that the most desirable method to secure water service would be to reunite as one community and thereby save the cost of a double executive township staff.

At the June 12, 1875, meeting of the Kearny township board, these suggestions took the form of resolutions, petitioning the Legislature to repeal the act creating the township of Kearny. The resolutions were adopted and forwarded to Hudson county members of the Assembly and Senate. Subsequently the repeal act was passed by the Assembly, but was killed in the Senate. Promptly on the adoption of the resolution asking for the repeal of bill, the people of Arlington awakened to the fact that they resided in New Jersey and were entitled to have a voice in the management and government of the township. On January 18th, six days after the adoption of the repealer resolution, Simeon R. Van Emburgh, Henry K. Schuyler, and S. S. Williamson appeared before the township board to enter a vigorous protest against the repealer. The committee was welcomed to the meeting by Chairman Hill, who declared that he was glad to know that the people of Arlington had at last indicated some interest in the affairs of the township.

The spring election of 1875, was for the first time held in the new Kearny Public School, on Kearny avenue, in the same room where subsequently all the regular meetings took place for many years, and which later was converted into the Town Hall. The election brought to the town board two residents of the Arlington section, Byron Binnenger and Robert A. Babbitt; their associates were Richard Hill, George Heads, and Henry Brown, the last named being selected for chairman. At this election Isaac Oliver, now chief of police, for many years was elected township marshal. The death of township clerk, Henry Kenton, in May, 1875, was a severe loss to the officers and township committee. Resolutions applauding his services to the township were adopted, and as a mark of the general esteem in which he was held, the Board, June 1, 1875, appointed Thomas H. Kenton, his son, to the vacancy. C. P. Hatch, a New York owner of large land holdings in the Arlington section, notified the Board, June 22nd, that he would donate a public school site to the township at the corner of Midland and Kearny avenue.

The political antagonism brought about by the water supply question during the winter of 1874-75, caused the people of Arlington to make a study of the act, creating the township of Kearny, passed in 1867, and at several meetings of Arlington people held at the Arlington railroad station, it was decided to try and secure a new charter for the township. A petition for such a purpose was taken to the next meeting of the township committee and Chairman Boan appointed Gen. N. N. Halsted, E. P. Hatch, David Noon, Theodore S. Stewart, S. K. Jerolamon, and E. P. Ham, and Committeemen Hill, Binnenger, and himself, a charter committee to draw up and prepare a new charter that would eliminate the defects supposed to exist in the existing one. There is no record in the minute book that further action was taken by this committee throughout that year. The spring election of 1876 resulted in the reelection of Chairman Boan and Committeemen Hill and Binnenger, the new members being David Noon and Seldon Goff. Nothing of importance is recorded as taking place throughout the entire year, although it was the centennial anniversary of the nation's birth. One entry in the minute book shows that as early as March the township had been formally invited to participate in the Fourth of July celebration to be

held in Jersey City, and it is probable that the invitation was accepted, as every organized community in the United States took part in the centennial celebration.

Jacob C. Johnson, apparently a man of unusual personality, was elected to the township board in April, 1877, his associates being Francis Newbold, who had been a member of the first board elected ten years before, Byron Binnenger, George G. Hardy, and David Noon. Mr. Johnson was elected chairman, and J. Q. Stevens township clerk; and, for some unexplained reason, after the new clerk was elected, Committeemen Binnenger and Hardy resigned, their places being filled at a subsequent meeting by S. S. Williamson and Richard Hill.

Little of importance is recorded in the minute books for several years after this period, the various township boards apparently devoting themselves to the opening and attending to the routine affairs of the community they served. In the election of April, 1878, James A. Bell, a newcomer, became chairman of the board, with G. M. Raymond, F. W. Horstman, J. C. Johnson and Richard Hill as his associates. Byron Binnenger was elected township treasurer, an office he continued to hold thereafter for many years.

The frequent recurrence of typhoid fever in Kearny in the early nineties aroused the public to the dangerous condition of its water supply. Mass meetings were held in different sections of the township, and the officials of the town were constantly in receipt of protests. In 1895 the people of Arlington, at a mass meeting held in that section, subscribed a sum of money for the purpose of having the underground stream, which was known to be emptying into the deep mine shafts and tunnels of the old Schuyler copper mine, measured and tested. Samples of the water were sent to Columbia University for bacteriological tests, and a high capacity pump was set up to ascertain the flowage of the underground stream. The tests proved that the water was absolutely free of all contamination, perfectly pure and wholesome, and very palatable. The pumping operations showed that the underground stream had a daily flowage of several hundred thousands of gallons which could be readily increased to about 500,000 gallons. Professor Smock, State geologist, was consulted and, after a special survey, prepared a geological map showing that the underground stream was a permanent one and drew its flowage from a geological basin, the western rim of which formed the Orange mountain from Paterson to lower Montclair. Public demonstration of the purity and volume of water to be obtained from the abandoned copper mine aroused a deal of attention and the East Jersey Water Company, which was then completing its new intake plant at Little Falls, found it necessary to modify its previous terms to the township, and ultimately the new offer of the East Jersey Water Company was accepted by the township committee. The water from the Little Falls intake was comparatively pure and free from contaminating impurities and subsequent to its introduction into the Kearny water mains, typhoid outbreaks ceased.

Edward Kenny, for a number of years councilman of the Township Council, in 1897, following his failure to secure reappointment to that office, organized and carried to successful issue a movement for the creation of the borough of East Newark, the boundary line of which subtracted from Kearny territory the equivalent of less than one-half a square mile, located at the extreme southwestern corner of the township and running along the

Passaic river from the Harrison line, north to a line that included the great thread mills, thence east to the line of the Erie railroad to Kearny avenue. This division of territory took place under what was known as the Borough Act and was at first bitterly resented by the voters of Kearny outside of the newly created borough. The desire for a better charter than was officially recognized by the township officials twenty years before, was realized in 1898, when a new charter creating the town of Kearny was adopted by an overwhelming vote, but the change of title made but little change in actual government, the new officers having but few basic problems to solve for more than ten years, when a suddenly increased activity in meadowland property began to boom up as a big factor for local legislative action.

From 1910 to 1923 the history of Kearny is one of material industrial progress. Its administrations during that period have been severely taxed to keep pace with the demands set up by record-breaking increases of population, necessary home construction for the accommodation of workers, improved fire and police protection and all the other essentials of government in a municipality which each year has found it impossible to wear last year's clothes.

Kearny's famous volunteer fire department had its origin in an independent fire company supported by private contributions, largely from members located in the Arlington section not far from the Arlington railroad station. The company owned a complete fire-fighting apparatus and fire house and for many years prior to 1888, when the Kearny Fire Department was finally organized, performed an excellent and efficient service to the public in the upper end of the township.

In the early winter of 1887 a disastrous fire, resulting in the destruction of several houses located in the lower section of Kearny, aroused the people to the need of adequate fire protection and on January 4, 1888, the Kearny Fire Department was duly organized by the unanimous vote of the township committee, of which Jonathan Woods was chairman. The department started with three companies in addition to the Truck Company already existing in Arlington, which was absorbed, that volunteer company presenting its apparatus and fire house to the township. The companies were known as Central Hose Company No. 1, Kearny Hose Company No. 2, Truck Company No. 2, and the Arlington Truck Company No. 1. In 1889 another company known as Arlington Hose Company, No. 3, was added, and these companies gave excellent fire protection and service to the township until 1892, when the growing middle section of the township made necessary the creation of Highland Hose Company, No. 4. The Kearny Fire Department up to this time and for some years later was a strictly volunteer organization, but the morale of the department and the splendid spirit of coöperation existing between the members of the different companies gave the township an organization of fire fighters second to no other in the State. This is evidenced by the low fire rates of insurance which were enjoyed by house owners. The election of Kearny firemen by the different State organizations to the highest offices is another indication of the high reputation the department has always enjoyed. The initial meeting of the newly elected department was held in the Township Hall, February 10, 1888. John H. Arey was elected chief with John F. Fullager and Isaac F. Newberry as his assistants.

The first parade and general inspection of the new fire department took place July 7, 1888, and was one of Kearny's big days. The fire companies

from the Clark and Mile End Thread Mills, the Marshall Linen Thread Mills, the Hartshorn Shade Roller Fire Company, and the Harrison Fire Department turned out in full regalia and gayly decorated machines. The parade passed through Kearny avenue and other Kearny streets to Harrison and was dismissed in front of the Kearny Township Hall, after being reviewed by all the township officials, the mayors of Jersey City and Newark, General J. Watts Kearny, the fire chiefs of Newark, Jersey City, Hoboken, Elizabeth, Orange, and Bloomfield, and all the Harrison officials. Congressman Edward F. McDonald, who lived in Harrison, made the principal speech, his address being followed by the addresses of Michael M. Forrest, Mayor Cleveland, of Jersey City; Mayor Haynes, of Newark, and others. All the officials and invited guests were subsequently entertained by General J. Watts Kearny at Kearny Castle, the celebration being brought to a close by a fine display of fireworks given by General Kearny on the lawn in front of the Castle.

In 1891 a Reserve Corps was formed for youths not yet old enough to be enrolled in regular fire companies. The Reserve Corps was furnished with hose wagons which earned equipment to aid the regular companies when called upon. They proved valuable adjuncts to the regular establishment when several large fires occurred. From the Reserve Corps the Kearny Fire Department filled its ranks with thoroughly trained and efficient fire fighters. Prior to 1899, fire alarms were given by bells located at the different fire houses. In the year named, the up-to-date Gamewell Electric system was installed with fire boxes scattered throughout the town. In 1918 the rapid development of the Kearny meadowland, lying adjacent to Lincoln Highway, the old Plank Road of earlier history, made necessary the construction of a fully equipped fire house with latest form of fire fighting apparatus. A building was erected late that year with ample accommodations for a completely motorized fire fighting company, with steamer, ladder and combination chemical and hose carrier, and suitable quarters for a police precinct station for the police force needed to safeguard that great and rapidly growing industrial centre.

A chronological record of the men who have served as chiefs of the Kearny Fire Department and the years of their service including the foremen of the original Arlington Hook and Ladder Company follows: Foremen: Robert Allen, 1880; W. J. Rogers, 1881-83; I. L. Newberry, 1884-85; W. S. Phyfe, 1886; Thomas E. Turnbull, 1887. Chiefs: John H. Orey, 1888; Walter A. Walsh, 1889-93; John F. Fallagher, 1894-95; Edmund Bell, 1896, 1898-1900; John P. Boyle, 1897; Christian Zitzow, Jr., 1901; Joshua A. Swiss, 1902-03; Erling H. King, 1904-06; Charles W. Greenfield, 1907-13, consecutively, when under the law enacted in 1913 he became permanent chief.

CHAPTER IX.

KEARNY'S FAMOUS LANDMARKS.

The history of West Hudson would be incomplete if it did not include an account of Kearny Castle, one of its famous landmarks which was for several years the home of General Philip Kearny, hero of the Mexican War, who paid the supreme price of patriotism at Chantilly in the fall of 1862, after one of the most brilliant and successful military careers earned by a general of the Union armies during the first two years of war.

Kearny Castle, the home of the famous General, was built during the three years between 1853 and 1856, a period when General Kearny seems to have been engaged in the care of his personal affairs and to improving his "Belle Grove" estate, as he called the property he had purchased some years before. The edifice, which was evidently designed from some old French chateau, still stands unoccupied, save for caretakers, in the part originally arranged as the private pleasure of the family. It is one of the oldest landmarks in Kearny, yet very little is known of its actual construction. General Kearny lived there at odd periods, until later, in 1856, when his restless desire to be in the midst of things carried him to Moscow to witness the coronation of the Czar. On his return from this trip and until 1859, Kearny Castle was the scene of many brilliant gatherings, but in 1859 General Kearny was again on the move, this time going with the Italian army into Austria as a military observer. In 1860, when the crisis leading to the Rebellion was rapidly coming to a head, he returned post haste to take part in the struggle, his friends in New York urging his appointment on President Lincoln as commander of New York State's Military Forces. Failing in securing this appointment, the brave hero, who had lost his left arm while leading a charge at Cherebusco in the Mexican War, applied for and was promptly appointed brigadier general in command of the New Jersey Forces. Kearny Castle probably did not see its master from late in 1860 until after the tragedy at Chantilly. General Philip Kearny was killed while making a personal reconnaissance at Chantilly, September 1st, after a remarkably brilliant career that would in all probability have led to the leadership of the Union forces had not death intervened.

His body was brought to "Belle Grove," where it was viewed by thousands who came from Newark and other cities. The funeral was held September 6, 1862, and the procession marched through Broad and Market streets, Newark, and by way of the Plank Road to New York, the funeral services being held in Trinity Church. The remains were interred in the Watts family vault in Trinity churchyard. This funeral was the largest ever held up to that time in New Jersey. In Newark all stores and public schools were closed, and the principal business places on Broad and Market streets were draped in mourning.

J. Watts Kearny, son of General Kearny, occupied the Castle at frequent intervals until the early nineties, and he still maintains a sentimental interest in the "Belle Grove" estate and retains title to the property, although he has received many offers for its sale. It is the hope of many Kearny residents that the famous property will be given to the township as a historic relic to be used as a museum or other public institution.

Another place of historic interest is the old Schuyler Mansion, already described in this work. The old mansion long ago passed from the possession of the Schuyler family. Fifty or more years ago the estate was purchased by James Johnson, a New York millionaire, who resided there with his family until the failing health of his wife induced him to go to the more equable climate of California. Since Mr. Johnson's death the estate is still retained intact, but the present heirs or managers seem to have lost the sentimental appreciation of the old mansion's historic value, which was a marked characteristic of Mr. Johnson's ownership.

The old copper mine shafts and the old cave-like tunnel almost on a level with the Kearny meadow have proved interesting to thousands of visitors every year. The old shafts have had their tragedies and mysteries, and in

their cool depths extensive experiments in the production of mushrooms were for several years carried on by an enterprising Newarker.

The old Haskell Tower built on Laurel Hill, the estate of Llewellyn Haskell, was for half a century one of the conspicuous landmarks of West Hudson. It was located near the present line of Laurel avenue, west of Kearny avenue and just north of the Greenwood Lake railroad cut. The old tower was built by Mr. Haskell, who later founded Llewellyn Park, West Orange, some years prior to the Civil War, as an observatory, and it was equipped with costly telescopes and other astronomical instruments. Subsequent to Mr. Haskell's removal to Llewellyn Park the old tower was abandoned and many stores were told relating to the purposes for which the peculiarly shaped structure was built. Mr. Haskell was a man of great wealth and culture. One of the stories was to the effect that Mr. Haskell built the tower because he was a follower of Elder Miller, the Second Adventist, and intended to use it as a platform for the use of his family for the Ascension to Heaven when the world was to be destroyed April 23, 1843, as prophesied by the Second Adventist prophet.

New Jersey's famous war governor, Marcus L. Ward, early in the Civil War started a movement for the erection of a State Home for Disabled Soldiers and, in the Legislature of 1863-64, an act was passed appointing Governor Ward, former governors Daniel Haines, William A. Newell and Charles S. Olden, and Edwin A. Stevens, of Hoboken, and Ryner H. Veghte, a board of commissioners to study the proposition and make a report. In 1865 the report was filed with the Legislature, recommending the purchase of certain land in the city of Newark. The Legislature promptly passed an act appropriating \$50,000 for the purpose, and in March, 1866, the same commissioners were appointed managers of the Home and gave it its present title.

Col. A. N. Dougherty was appointed commandant of the institution, Dr. A. M. Mills surgeon, and the Rev. Samuel T. Moore chaplain and superintendent. The first veterans were admitted July 4, 1866, and for twenty-two years the institution remained in Newark. The present institution in Kearny was built during 1887 and 1888 on sixteen acres of land at a total cost, for building and land, of \$225,000. The new Soldiers' Home was opened October 4, 1888, and the Newark institution vacated.

Captain C. Albert Gasser, a veteran of the Spanish American War, and for many years an editor of the "Newark Daily Advertiser," was appointed commandant in 1921. The Rev. Warren C. Coon is chaplain, and Dr. E. A. Goldberg surgeon. The Kearny Soldiers' Home, as the institution is generally called, is the parent of many similar institutions throughout the country. It is beautifully located on the long, swelling hillside, which borders the Passaic river for a mile or more north of Kearny Castle, overlooking the northern end of Newark on the opposite side of the Passaic river. The ample grounds have roomy and pleasant buildings for the accommodation of more than a thousand disabled veterans.

CHAPTER X.

RELIGIOUS DENOMINATIONS.

The religious denominations in West Hudson are represented by over thirty different societies. In the Kearny and Arlington district the Presbyterian denomination predominates. The Knox Presbyterian Church, 73

Kearny avenue, one of the largest and most influential churches of Kearny, was built in 1881, the first service being held November 7, that year, before the structure was completed. The edifice was dedicated with elaborate ceremonies January 26, 1882, and for nearly a year thereafter the pulpit supply was filled by temporary appointments. The Rev. Edward Schofield was installed as the first pastor in 1883 and he served for seven years, being succeeded by the Rev. Charles Reyer in 1890. In 1895 the Rev. Joseph F. Folsom succeeded and continued pastor for nine years, until 1904, when he was appointed to the Clinton Avenue Presbyterian Church in Newark. The Rev. Roland Dawson succeeded Dr. Folsom and served seven years to 1912, when the present pastor, the Rev. Robert G. Graham, took charge.

The beautiful church structure built by the congregation of the First Presbyterian Church on Kearny avenue, Arlington, was dedicated Sunday, November 1, 1914, with elaborate exercises, participated in by prominent clergymen from New York, Newark, and other cities; the Rev. William Coombe, who is still the pastor, preaching the first sermon in the new building at the regular morning service. The full programme of exercises continued until November 12th, John T. Sproull, president of the New Jersey Christian Endeavor Union, leading a special Young Peoples' Service Wednesday, November 4th, which was attended by delegations from churches in all parts of the State.

The First Presbyterian Church has a growing congregation and is widely noted for its excellent choir and attractive musical services.

For many years prior to 1863, Catholic families living in West Hudson were forced to attend the churches in Newark or Belleville. The Catholics in Harrison attended and were registered as parishoners of either St. Patrick's or St. John's churches in Newark, and those living north of Harrison attended St. Peter's Church in Belleville. In 1863, however, Father McQuade, who had celebrated Mass in the private homes of several residents in Harrison, purchased six lots at Jersey avenue and Third street and, with the support and encouragement of Monsignor Doane, he proceeded to build on that site a two-story frame structure which for years served both as church and parochial school. Father McQuade during these years served faithfully, and although he was not stationed permanently in Harrison, the parish grew rapidly and so satisfactorily that Bishop Bayley, on May 10, 1871, appointed the Rev. Father James J. McGahan as the first resident priest. Father McGahan for many years had worked in different countries in Europe, and before coming to America had promised Pope Pius IX that the first church he built would be under the patronage of St. Pius. On taking charge of his new parish, Father McGahan demonstrated at once the possession of executive and administrative abilities of a high order, and within one or two years the parish had increased amazingly. He enlarged the old church and parochial school building at a cost of \$17,000, and then purchased twenty-four lots on Harrison avenue and Jersey street for a new church edifice at a cost of \$15,000. He started the foundation of what was to have been the fruition of his long-time hoped aspiration, but he was struck with a fatal illness and died January 7, 1874. His death ended for the time being, all work on the foundation, and it was not until 1886, when the Rev. Father Maurice P. O'Connor had been the resident priest for several years, that further effort was used to erect the new edifice. Meanwhile the Rev. James McKernon, who had been Father McGahan's assistant, took charge of the parish until March 3, 1874, when the Rev. Thaddeus Hogan, of

Mt. Holly, was appointed rector. Father Hogan was very energetic and during his pastorate of four years built a convent for the Sisters on Jersey street adjoining the church site, purchased the lots where the present rectory stands and erected the C. Y. M. A. Hall. He was advanced to the rectorship of St. John's Church in Trenton, November 9, 1878. At the end of his pastorage there were 400 children attending the parochial school and six Sisters were serving as teachers.

The Rev. Pierce McCarthy was appointed rector the same day Father McKernon received his appointment to St. John's, and he entered into his parish duties with instant activity, but his health soon failing, he was transferred to the Church of Our Lady Help of Christians in East Orange, the Rev. Maurice P. O'Connor, who was the rector of the East Orange church, going to Harrison, where he was destined to make a lasting mark on the people of that parish.

Father O'Connor's long pastorage in Harrison was marked by a tremendous increase in the number of his parishoners. He was a man of remarkable personality and took an enlightened and active part in the social and moral affairs of the growing municipality. His activities did not stop with admonitions from the pulpit, when he believed that the forces of evil were perverting the town. He went forth into the highways and byways of the parish and when he found evil he struck at it with a mighty blow of righteous wrath. The gambling fraternity, which had been driven from the metropolis and was seeking to fasten a grip upon Harrison, was driven away largely through Father O'Connor's courage and determination. So energetic and forceful was the priest of Holy Cross, the name of the "Good Boss" was generally conferred upon him. Early in 1886 the old foundation of St. Pius was torn up and in the cornerstone which Bishop Corrigan had laid in Father McGahan's time, was found a parchment containing these words: "To God the Master of All, in the year of Salvation 1873, on the 28th day of September, with Pius IX as Pope, Ulysses S. Grant, President of the United States of America, Patrick Kelly, architect, James J. McGahan pastor, the most illustrious and Rt. Rev. Michael A. Corrigan, with sacred ceremonies, has consecrated, blessed and laid the cornerstone of the church to be built in honor of the Lord Jesus Christ, under the patronage of St. Pius."

The building of what was to be Holy Cross Roman Catholic Church was started May 26, 1886, the ninth anniversary of Father O'Connor's ordination. It was dedicated February 16, 1890, with ceremonies that attracted the attention of the people of Newark and elsewhere. In March, 1893, the parish had grown so large it was decided to create the parish of St. Cecelia of the territory north of the Erie railroad. Holy Cross Church was completed in November, 1900, and the following year the new Parish Hall was erected. On May 26, 1902, when the silver jubilee of the rector was celebrated, the church census showed an enrollment of 7,496 souls with 1,100 children attending the parochial school; there were fifteen sisters and two lay teachers, sixteen church societies with 4,000 members. Father O'Connor died December 9, 1913, and was succeeded by the Rev. George L. Fitz Patrick, the present rector.

St. Anthony of Padua Church was organized April 7, 1910-11, by the Rev. Peter Catalano, as a mission chapel for the Italian Catholics of Harrison and vicinity. A school for the instruction of the children of the parish was opened in a vacant store on Third street, but in a short while the ener-

getic priest was enabled to purchase the old Protestant chapel on Second street, which was dedicated by Bishop O'Connor, June 24, 1901. Father Catalano died in 1904, and was succeeded by the Rev. James Zincarrielli, who in turn was succeeded by the Rev. John Rougetti, of East Orange. The Polish Roman Catholic Church of Our Lady of Chenstohowa, was organized in 1915, by the Rev. Frank Stefanski, in the old church of St. Pius at Third and Jersey streets; the parish has become one of great strength and usefulness, having about 4,000 souls enrolled. The priest now in charge is the Rev. J. F. Szpilnan.

Trinity Episcopal Church, Arlington, located at Kearny and Midland avenues, one of the most prosperous churches of that denomination in Hudson county, was organized prior to 1879 as Grace Chapel, and in 1886, when it became a separate charge, was known as Grace Church, a title it held until 1895, when the congregation voted to adopt the present designation. Although more than forty-four years have passed since the cornerstone of old Grace Church was laid, the parish has had but five regularly appointed rectors, the first appointee, the Rev. John Cullen, having served for twenty-one years, from June 27, 1886, to the summer of 1907. Prior to his rectorship, Grace Chapel pulpit was supplied through the beneficiaries of Trinity Church, Newark. The Rev. Mr. Cullen's long pastorate was followed by that of the Rev. John Bridges, who occupied the pulpit from October 1, 1907, to March 30, 1911. The Rev. Carl F. Smith was third on the brief list, his appointment dating May 11, 1911. His pastorate ended October 31, 1912, and was followed July 1, 1914, by the appointment of the Rev. Warren Philip, who served until 1918, when the present rector, the Rev. Malcolm Filgrim, was appointed. Soon after the appointment of the Rev. Mr. Bridges, the present commodious and well-equipped parish house adjoining the church was built and the old church edifice was enlarged and entirely renovated. In 1914 the present structure was erected on the site, the new edifice being fully paid for and free of all debts when thrown open to the public worship.

An interesting document, written in the scholarly script of the late Rev. William J. Tilley, who was for twenty-five years rector of Christ Church, at the request of Peter J. Goodman, for nearly half a century local historian and one of the best known newspaper correspondents in Newark territory, tells the story of the founding of that edifice. It reads:

Christ Church, first known as the Rutherford Memorial Church, Harrison, was located at the corner of Third and Warren streets. The first official accounts are recorded in the Register of 1864. In 1866 the Rev. M. R. Hooper officiated. In 1868 the Rev. W. E. Webb officiated, and in 1871 the Rev. Charles Douglas became rector. The first confirmation ever held in the little church was during his rectorship, when six candidates were confirmed by the Rt. Rev. William H. Odenheimer, D. D., Bishop of Northern New Jersey, on April 15, 1872, all previous confirmations having been held in Trinity Church, Newark.

The Rev. Charles Douglas was succeeded in 1873 by the Rev. R. H. Orr. In the fall of 1874 we find the Rev. Zena Doty in charge of the parish up to 1876. His successor was the Rev. Thomas E. Carver, D. D. It was during Dr. Carver's rectorship that the new Rutherford Memorial Church (now Christ Church) corner of Fourth and Hebdon streets (now Cleveland avenue) was opened for divine service on Sunday, November 25, 1883. Rev. Dr. Carver, assisted by the Rev. B. M. Brandin, conducted the service. Music was rendered by the choir under the direction of Prof. Hartman. Dr. Carver, on behalf of his people, expressed his appreciation of the munifi-

cence of Trinity Church, Newark, in building and furnishing the new structure.

The Rev. D. Eccleston, rector of Trinity, preached from Mark XI; 17, dwelling at length upon the requisites for making a church really a house of God. An excellent report of the sermon appeared next day in the "Newark Daily Journal." Dr. Carver was succeeded by the Rev. John Francis Potter, whose rectorship dates from 1886 to nearly the close of 1892. On January 1, 1893, the Rev. William J. Tilley became the rector of the parish. During his rectorship there has been recorded 617 baptisms and 268 confirmations. The present number of communicants is 374. The number of officers and teachers in the Sunday school is 42, pupils 420. In a memorandum attached to the records the Rev. Mr. Tilley stated: "Previous to this time the church had been known as St. Martin's and was erected about fifty years ago, during the rectorship of Rev. Matthew H. Hardman. Mr. M. Luther Gardner had charge of the mission. The first clergyman was the Rev. William Heyer, D.D."

The Rev. Mr. Tilley died in April, 1921, about three years after his retirement from the pulpit. Mrs. Tilley, widow of the much loved old rector, continued to reside in Harrison until March, 1923, when she also died. The present rector, Rev. Roy Z. Riblet, took charge of Christ Church upon the resignation of the Rev. Mr. Tilley.

The Davis Memorial Methodist Evangelical Church, corner of Harrison avenue and Fourth street, is one of the oldest churches in West Hudson. Prior to 1877 it was known as the Wesleyan Chapel of East Newark, which was organized June 26, 1854, under the auspices and management of the Newark Circuit and Ladies' City Mission. Meetings at first were held in private homes, but on January 1, 1855, a chapel was dedicated by Rev. Benjamin L. Thompson, a city missionary, who was appointed to take charge until the annual conference.

Apparently there was a division of sentiment over this appointment, and the ladies of the City Mission employed the Rev. John L. Lenhart to take charge of the work in East Newark. He remained but six months, however, when the Rev. Mr. Thompson was reinstated to remain in charge until 1856, when the Rev. Dayton F. Reed was appointed. The Rev. Mr. Reed also remained but six months and the Rev. Mr. Thompson was again recalled. The conference of 1857 appointed the Rev. William Capp, and in 1859 the Rev. David Walters was appointed, the City Missionary Society ceasing that year to have supervision and the chapel becoming a separate charge.

The Rev. Thomas McCarroll was appointed pastor in 1860, and died one month after occupying the pulpit. He was succeeded by the Rev. J. A. Kiber, the Rev. Thomas J. Williams, and the Rev. James N. Fitzgerald, later bishop, occupying the pulpit respectively until 1862. Succeeding pastors were: Rev. John S. Swain, 1862-65; Rev. Bartholomew Weed, 1865-66; Rev. Isaac Thomas, 1866-67; the Rev. George T. Jackson, 1867-68; the Rev. John Somlett, 1869-71; the Rev. J. L. Hayes, 1872-73.

For four years, subsequent to the departure of the Rev. Mr. Hayes, the old church fell upon evil days, the finances becoming desperate in 1877, when Mrs. Emma L. Davis, wife of Hiram W. Davis, and mother of William J. Davis, who held legal possession of the church property, offered to lease the church on most favorable terms. In appreciation of Mrs. Davis' offer, the congregation voted unanimously to drop the old church designation and to incorporate under the name of the Davis Memorial Methodist

Episcopal Church. From that day on, the church has grown steadily in influence and members.

The pastors following the Rev. Mr. Hayes have been as follows: Rev. J. Corwin, 1874-75; Rev. S. P. Lacey, 1876-78; Rev. I. N. Ben Sant, 1879-80; Rev. J. W. Seran, 1881-83; Rev. John I. Merwin, 1884-86; Rev. R. S. Arndt, 1887-88; Rev. J. A. Gatteredge, 1889-92; Rev. T. E. Gordon, 1893-97; Rev. S. T. Jackson, 1898-99; Rev. W. H. Hornblower, 1899-1900; Rev. Charles F. Hull, 1900-05.

Arlington Methodist Episcopal Church on Kearny avenue had its origin soon after the division of the old township of Harrison, the congregation meeting prior to 1873 in the homes of members, and at the old Arlington railroad station, where regular services were held for a considerable period, the Sunday school meeting likewise at different homes until the first church structure was erected in 1873. Two years later a more commodious structure was erected, the first sermon being preached by the Rev. Philip Bartlett, February 18, 1875. The first regular pastor appointed by the conference was the Rev. John Crawford, who was installed in April, 1876. In 1896 the cornerstone of the present structure was laid, the new church being completed and the first sermon delivered in 1897. The Rev. Jacob A. Cole is the present pastor, it being his second appointment to the same congregation, after an interval of more than twenty years.

The First Baptist Church, Columbia and Kearny avenues, Arlington, had as its first pastor the Rev. H. W. Van Melerate, whose appointment was dated July 29, 1891. He served for four years and was succeeded by the Rev. Harry F. Jones, who occupied the pulpit until he was appointed naval chaplain aboard the battleship "Texas" in 1897. Chaplain Jones, who won great distinction in the Spanish-American War, was followed by the Rev. R. F. McMichael, who also served two years, when E. Franklyn Shindell the present pastor was appointed.

Arlington has one Italian and three Swedish churches. The Christian Italian Church on Laurel avenue and Chestnut street, furnishes a place of worship for a congregation of several hundred. The Swedish Lutheran Church at Elm street and Oakwood avenue, the Swedish Methodist Episcopal Church on Quincy avenue, and the Swedish Baptist Church at Forrest street and Oakwood avenue furnished the Swedish population with comfortable and attractive places of worship and with Sunday schools.

CHAPTER XI.

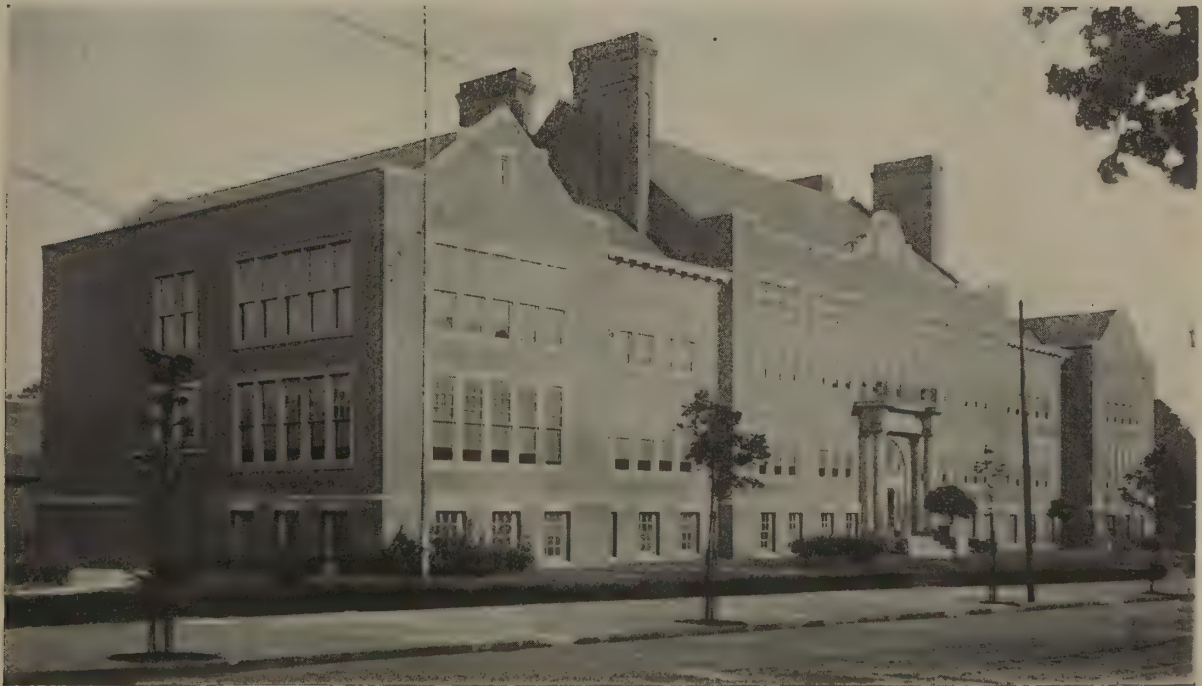
HARRISON.

Prior to 1840 when Hudson county was created as a separate organization, the township of Harrison extended northward to the southern line of the present town of Rutherford. When that separation took place the territory now known as North Arlington, Kingsland, and Lyndhurst, took the name of Union township. The Schuyler copper mines, the old settlement at Kingsland, and a large part of the original estate owned by the first Arent Schuyler, by this division lost their identity with the West Hudson communities, the new county line crossing the upland on the line of the old copper mine road, which is now called Belleville Turnpike and eastward across the meadows on the line of Sawmill creek to the Hackensack river, some distance north of Snake Hill.

There are apparently no records which give the comparative populations



METHODIST EPISCOPAL CHURCH—ARLINGTON



LINCOLN SCHOOL—ARLINGTON

of these different early settlements, but it is evident that from the time of the Revolution down to 1840, when Hudson county was formed, the upper or Bergen county end of the old township had a very considerable part of the population. It is also evident that the people living in that section were largely of the land-owning and well-to-do-class. These facts are shown by the records of the Harrison township committee of June 9, 1852, twelve years after Hudson county was created, when an official division of the assets, debts, papers, and other matters of the old township took place, Harrison being awarded nine parts of the old assets, debts, etc., and Union township seven parts. It is to be remembered that Harrison then included the territory, now called Kearny and East Newark.

Very little has been recorded or written of the government of Harrison township prior to the year 1841, but in that year John S. Condit, who had apparently been township clerk for a number of years, noted in the minute book of the township the names of committeemen and other township officers, together with some of the most important events and transactions of the township authorities. From these sources it appears that the first school superintendent appointed by township authority was C. C. Jerolamen, whose name is recorded in the minutes of 1843 as the first superintendent. Mr. Condit, the township clerk, who began the official records in 1841, died in 1848. Nothing of great importance appears from that date until 1852, when the minute book records the joint meeting of the Harrison and Union township committees, appointed to make division of the old township's assets. This old record reads:

June 9, 1852, the Committees of Harrison and Union Townships met for the division of moneys, debts, papers, etc., of the old township of Harrison, John Boyd, W. S. Ogden, Charles Lee, for Harrison; John Vreeland, James K. Hasen, James A. Brown, Joseph M. Roy, and Robert Rutherford for Union Township.

We the committees of the townships of Harrison and Union agree to the division of the moneys now on hand and hereafter to be collected. The debt owing to the township of Harrison previous to the last annual township meeting, and any debts that may accrue from any lawsuit of which the township of Harrison previous to the last township meeting was a part, in the ratio of seven to nine; that is, Union township to pay or receive \$7, and the township of Harrison \$9. The paupers supported by the township of Harrison previous to the last annual township meeting are all chargeable to the present township of Harrison.

Signed in the township of Harrison, the 9th day of June, A. D. 1852.

The names appended were identical with those mentioned in the first quoted paragraph.

It is curious to note that the amount of township money divided by this committee was \$147.97, of which Harrison received \$83.95 and the township of Union \$64.77. The minute book of 1859 contains the copy of a letter of advice from Secretary of State Frederick T. Frelinghuysen, which throws a strong light on the crude governmental methods of that period. The letter says in part:

The collector of the township shall pay over the moneys he received to the officers entitled to the positions [evidently meant for possession] thereof, as for school and county purposes, etc., any balance on hand. After meeting all these demands he should account for and pay over to the township committee at their risk and for their convenience may appoint their own treasurer and entrust him with such balance. The township superintendent gives bonds to be approved by the township committee, and his accounts shall be audited by them. His accounting is with the committee.

Signed April 25, 1859.

According to the minute book of 1867, the first tax levy was made that year as follows:

Read tax \$10; Poor tax \$200; School tax \$2 per capita. There is no explanation of these items and it would appear that the tax levy that year was a per capita one, amounting to \$212, practically all of it for the poor.

The list of township officials contains the names of a number of men who attained fame and reputation in various occupations and professions later in life. Lawrence Fagan, for instance, appointed township clerk in 1869, and who retained that position until 1880, attained wide reputation as an artist. Later he opened a studio in New York City, and many of his paintings were exhibited at the different art galleries in New York and Philadelphia. Patrick Riordan, who was township committeeman in 1863, was the father of the present Mayor Joseph P. Riordan. Harrison officials are notable for long tenure of office, the voters evidently believing that when they get a good official, it is the part of wisdom to retain him in office as long as he will serve. Edward J. Rice, elected to the township committee in 1884, when a young man, was reëlected every year thereafter until 1919, when he was defeated by F. Joseph O'Hare, a young ex-service man, shortly after he returned from France.

John B. Fagan, elected alderman of the Third Ward in 1901, is a brother of former Mayor Fagan, of Jersey City. Peter J. Goodman, appointed town clerk in 1909, still retains that office in 1923.



PART SIX

WEST HOBOKEN

CHAPTER I.

TOWNSHIP OF WEST HOBOKEN—ORGANIZATION.

It was in 1861, in Civil War days, that West Hoboken was made a separate and independent township from North Bergen. The township of North Bergen, with rapidly increasing population in scattered neighborhoods, admitted of division. The township had a tax collector who sat, for the convenience of the public, one day at Secaucus, another at Union Hill, another at West Hoboken, and still another at West New York, and so on. These somewhat populous sections aspired to greater distinction and agitated the question of making themselves municipally independent. At primary conventions a difficulty presented itself of supplying local calls, and many reasons combined to demonstrate that room for at least a trio of townships might be observed on a map of North Bergen—the North Bergen of 1859. Accordingly, notice was given in November, 1860, in one of the county newspapers, announcing that application would be made at the next session of the Legislature to divide the township of North Bergen into two or more townships, and to amend the act creating the township of Weehawken. The latter township had, since March, 1859, organized under the act of that date and was covering territory taken in part from North Bergen and the city of Hoboken. West Hoboken, with spirited action under the notice above mentioned, had a bill passed by the House of Assembly creating the township of West Hoboken. That bill, when about to be submitted to the Senate, was withdrawn with the consent of its advocates, and the bill Senate No. 50, entitled "An act to divide the township of North Bergen, in the county of Hudson," took its place. This act, establishing North Bergen by new bounds and creating the township of Union, and the township of West Hoboken, became a law February 28, 1861.

Some doubt has been expressed as to whether any veracious historian, seeking from exterior objects merely, would credit West Hoboken with its actual area of territory. One would no doubt say this and another that locality was West Hoboken. In a qualified sense, both would approximate the fact and at the same time fall short of full reality. For a certainty, as a municipal domain, West Hoboken covers a greater extent of territory than goes in every-day confab by its name. Within what was by an ordinance, along about 1880, declared to be the town of West Hoboken were portions of Weavertown, of Lossburg, and the entire boundaries of Weehawken village and Bonnsville. The act of the State Legislature in 1861, making West Hoboken a separate township, extended its area beyond what ordinary town talk would, in common conversation now attribute to it. General comment made it "a charming village within arm's length of Hoboken," or "the village that overlooks Hoboken and the majestic Hudson;" then, further limiting it to "a broad avenue, on each side of which are the embowered residences of its inhabitants." These descriptions and similar ideas arising from them, come from the notion commonly prevailing that West Hoboken proper extends to the north very little beyond High street, and to the south but a short distance from Hague street. The fixed boundaries place portions of Hoboken and Weehawken on the east; Weavertown or Bergenwood road on the west; the Bergen Turnpike leading to Hackensack, on the north, and the Paterson Turnpike on the south.

More in detail, West Hoboken Township was created with the following boundaries: "Beginning at a point where the easterly side of Palisade avenue intersects the south-westerly side of the Bergen Turnpike, thence running northwesterly along the southwesterly side of said Bergen Turnpike to a point where the same intersects the easterly side of the Bergen Woods Road; thence southwesterly along the easterly side of said Bergen Woods Road to a point where the same intersects the center of Paterson avenue, thence easterly along the center of said Paterson avenue to a point where it intersects the center of the Paterson Plank Road; thence along the center of said Plank Road and along the northerly boundary of Hudson City, to where the same strikes the northwesterly line of Hoboken City; thence along and in the course of said Hoboken City line to the Weehawken Township line; thence along said township line and in the several courses thereof to the point or place of beginning. The same to constitute one school district." The governing body of the township was a township committee composed of three members, and a township clerk to be elected by the people at a town meeting, the former, in lieu of salary, receiving one dollar for each meeting, and the clerk fifty dollars per year. The first meetings of the Township Committee were held at the homes of the members in turn, and afterward at the hotel on the corner of Palisade avenue and Hillside Road. A town hall was erected in 1868 on Palisade avenue near High street, which for about twenty years was utilized as such, when the present town hall was built.

The first record of a township election in the minutes of the Township Committee appear under the date of April, 1863, which must have been the third election. Following is the record of this election:

The annual meeting for township election took place at Neptune Engine House, and from there adjourned to Garret Van Vorst's place on Paterson avenue. The Board of Elections consisted of Aaron K. Nafey, judge; C. A. Buckbee, A. Anderson, and W. Sinclair, clerk. After adjournment and the counting of the votes, the following citizens were declared elected: Township Clerk, William Sinclair; Judge of Elections, John M. Gardner; Assessor and Collector, Andrew Anderson; Chosen Freeholder, John Hague; Surveyors of Highways, Andrew O'Keefe and Henry Wettig; Commissioners of Appeal, Jacob Van Skiver and Joseph L. Piccollo; Overseer of Poor, Thomas Guinan; Overseer of Highways, John P. Van Skiver; Township Committee, William Galbraith, Herman Stuckey, and Jacob W. Freeland; Constables, Joseph Everson and Thomas Brennan. Appropriations: Schools, \$1,600; roads, \$1,400; fire department, \$100; bounty for volunteers, \$1,750; poor, \$300.

A comparison might be made with regard to the appropriations made at the above election and those that are required to maintain the town to-day; if you take away the \$1,750 bounty for volunteers, it will be found that the total foots up \$3,400, which was all that was required to maintain every department of the township. It takes much more than this amount at the present time to support one department of the town government.

The first members of the Township Committee of West Hoboken were Messrs. W. Sinclair, Aldcorn and Cox. Mr. Sinclair was the first chairman of the Township Committee, and John A. Freeland was the first township clerk. At that time and for a considerable period afterward the town treasurer was elected from among the members of the Township Committee and the first person chosen for that position was Mr. Sinclair. The office of assessor and collector was combined in one, and Andrew Anderson was the first incumbent, he acting in that capacity for twenty-three years, and no person in the town has since equalled his record as to the length of time in office. The office of John Hague was the first meeting place of the Town-

ship Committee, but later on the meetings were held at the homes of different citizens. Most of the meetings, however, were held at the hotel of Mrs. C. W. Piebe, which was the old hotel on the Hillside road and Palisade avenue, burned down a dozen or more years ago. The township built a town hall in 1868 on Palisade avenue, near High street. This building after a while was moved to Charles street, where it remained until 1888, when the present town hall was erected. The old building was purchased by Richard E. Galbraith, who served as a member of the Township Committee four years, and he moved it to Clinton avenue. It was recently used by Charles F. Speer, as a real estate and insurance office.

It was not until the year 1875 that the office of recorder was created. Prior to that time most of the cases were brought before the Justices of the Peace for trial. In those days the town did not boast of any policemen, and on holidays and other special occasions the Township Commission would engage the services of the constable as a guardian of the peace. When the office of recorder was established, W. E. Simms was the first incumbent.

After the offices of assessor and collector were separated in the year 1871, the first assessor was Herman Breusing. At the time of the township's incorporation the post office was located on Paterson avenue, in a grocery store of which John Freeland was the proprietor; and he was also the postmaster.

Previous to the chartering of the town, the voters were obliged to journey on election days to one or the other of the following named places to register their vote: To New Durham, the Five Corners in Jersey City, and sometimes to Seeley's Hotel in North Bergen, as there were no polling places nearer this town than the ones just mentioned.

While William Sinclair was the first chairman of the Town Council, Charles J. Chandless occupied that office for the longest period, 1891 to 1897, inclusive. G. B. Bergkamp held the office from 1899 to 1903. William Sinclair became town clerk in 1862 and occupied the office until 1865, when he was succeeded by A. E. Gregory, but came back in 1867 and was again succeeded by A. E. Gregory in 1868. Jonah Fulcher followed Gregory in 1869 and held the office until 1880. John P. McMahon has the longest record as town clerk, serving from 1896 to 1911. J. A. Freeland was the first town clerk, 1861-1862. Andrew Anderson served continually as collector from the date of organization of the town in 1861 until 1885, with the exception of a brief period in 1868, when Edward Kelly held the office. The office of collector and assessor was separated in 1871, Herman Breusing becoming the first assessor. Assessor Breusing the next year after his induction into the office, that is, on April 23, 1872, notified the Township Committee that "the natural water course on Malone street was obstructed on account of a drove of cattle destroying its banks." There was nothing very startling about such a happening fifty years ago, but in this day and generation it would cause the people to sit up and take notice very quickly. The office of recorder was not established until 1875, and W. E. Simms was the first one to fill the position. Mr. Simms was followed by C. V. Hickok in 1876-77; T. Keynton, 1877-78; W. E. Simms, 1878-79; C. V. Hickok, 1879-81; George J. Lawyer, 1881-82; T. Keynton, 1882-83; R. H. Olmstedt, 1883-86; P. Yost, 1886-87; C. Gravatt, 1887-89; E. S. Goynes, 1889-90; J. Reinhardt, 1890-94; C. Schindler, 1894-96; J. Lederle, 1896-1900; F. Hensel, 1900-1910; F. Vollmer, Jr., 1911; Charles Kuttler, C. Caesar Walter. Richard J. Lynch is the present recorder.

In 1884 the township changed its title and assumed that of town, but retained the old charter, and in that year the following citizens were elected to the town committee: Alfred DeBevoise, who was chairman of the committee; Thomas Nolan, who was treasurer; B. Fitzgerald, Richard E. Galbraith, and Fred. Engeln. L. A. Farr was elected town clerk. In this year a regular paid police force was established with Fred. Seiler in command as sergeant. The only incumbent on the present force who was then a member is William Ludlow, now pensioned, who was first appointed to do police duty in the township in 1879. Special officers of the latter date were paid by the piece-work system, receiving fifteen cents for each hour's work. In addition to this they received seventy-five cents for making an arrest, fifty cents for attending court, one dollar and forty-eight cents for conveying a prisoner to Snake Hill, to which place they invariably had to walk, and one dollar and a quarter for lodging a prisoner in the county jail. The official body of the town of West Hoboken as now made up consists of William G. Weller, mayor, and the following councilmen: William Bimer, Philip Geist, William E. Hopper, Charles H. Juechter, Conrad Keim and Walter B. Walsh. Appointive officers are: Richard J. Lynch, recorder, term two years; Abram Safyer, town attorney; Dr. A. D. Greene, town physician; William Weir, building inspector; Frank Keim, Jr., town treasurer, James Nolan, deputy town clerk; John Edward, deputy tax collector; Julius Klumpp, overseer of the poor, term five years; August Gessner, street superintendent; George Muendel, tax searcher. Charles Muhlenbeck and Ferdinand J. Keller were elected town collector and town clerk, respectively, in 1920. At the organization meeting of the Council on January 1, 1923, an ordinance passed by the majority of the members, subject to final adoption as a subsequent meeting, abolished the Board of Health of seven members appointed by the mayor, to be replaced by a board of five members appointed by a majority vote of the Town Council, all to serve for a term of three years.

Mayor Weller in his annual message called particular attention to the fire department and said: "There is cause for gratification in the efficiency of our fire department. The fire losses in West Hoboken are exceedingly small. The automatic fire alarm system is thoroughly up-to-date and the department is fully equipped with modern apparatus."

When West Hoboken was set off from Bergen Township in 1861, a little over a half century ago, it had a population of about 3,000. In 1890 it had increased to 11,665. During the next ten years the population just about doubled, as the census count of the year 1900 showed 23,094 inhabitants. In the following ten years West Hoboken made another great stride, the score for 1910 showing a population of 35,403. A little over 3,000 more were added in the next five years, bringing the count up to 38,776 in 1915. There was a little further gain between the years 1915 and 1920, bringing the total up to 40,068 as shown by the last census. This is the most populous of the seven municipalities in North Hudson. There has been no rapid increase of population or new industries within the past few years. Besides increasing the population, the town has also largely increased in assessed valuation, the total for 1923 being in round figures \$28,000,000, which is an increase of about one-half million dollars over the assessment for 1922. While, as above shown, the population by the census of 1920 was upwards of 40,000, the town was sparsely settled in 1865, as the number of inhabitants then was only 4,232. In the next five years the town actually lost 100 in population as the enumeration in 1870 showed 4,132. During the fol-

lowing ten years there was a healthy growth, the count in 1880 footing up 5,441.

After continuing as separate and distinct municipalities for a score to three-score years, propositions were circulated for the consolidation of two or more adjoining municipalities. After the filing of the petition, attempts to form a league for local consolidations were unsuccessful. Meetings were held which drew only an attendance of three or four persons, therefore they had to be adjourned. The consolidation was not to go into operation until the citizens of each municipality decided for themselves at a referendum election whether they wished to amalgamate. That was the purpose of the act passed by the State Legislature in March, 1923, and signed by Gov. Silzer, the bill having been introduced by Assemblyman Marcus O. Sarokin, of Hudson county. Should all the towns involved vote in favor of the proposition, it would make a good sized city in population, as shown by the last census, 1920, there being 140,623 inhabitants in the seven municipalities combined. West Hoboken then showed the largest population, 40,068, and Secaucus the smallest, 5,423, while Guttenberg in that year had 6,726. It is a purely economic question, and if the consolidation is effected then county-wide consolidation may come next, as has also been proposed. The question of consolidation is not a new one in North Hudson, as a somewhat similar proposition was submitted to the voters at a special election on October 5, 1869, under "an Act to consolidate and make into one city to be called Jersey City, the cities of Jersey City, Hudson and Bergen, in the county of Hudson." Although a large majority of the voters of the whole county favored the scheme, under the terms of the enactment only the cities of Jersey City, Hudson, and Bergen could consolidate, leaving the town and township of Union to remain outside because West Hoboken, that intervened, voted adversely as well as all the other units, and as a result of such election the city of Bergen with its sister city of Hudson were on March 17, 1870, merged into and became part of the Greater Jersey City.

This proposition for the consolidation of the entire Hudson county into one municipality received local opposition, the contention being that the different communities must have some source of individuality and not lose their identity in a large city composed of the whole county. The Hudson County Consolidation League was not formed to oppose the North Hudson consolidation scheme, but had been working long before the Legislature of 1923 for one big city to be known as Greater Jersey City. Such a city would have a population of more than 700,000, and it is planned to put the question before the State Legislature in 1924. The municipalities which would go into such a merger would be Jersey City, Hoboken, Bayonne, and all the smaller towns, which will vote on the North Hudson consolidation. They are West Hoboken, West New York, Union Hill, Weehawken, North Bergen, Guttenberg and Secaucus. Advocates of the county-wide consolidation, headed by George J. McEwan, the well-known lawyer of West Hoboken, claim that the North Hudson consolidation plan, which will be voted on a referendum election, will be defeated. A bill will then be presented to the State Legislature for the greater consolidation, requesting that a special election be granted. Says Lawyer McEwan:

Some of those favoring our plan have gone as far as to express the hope that when we have one big city, which will represent the entire county, many, if not all the functions of the County Government may be vested in the new one big City Government. The issue of a county-wide consolidation has been complicated up to the present time by the suggestion of

some that a "little town" first be created by the consolidation of two or more of the smaller municipalities of the northern part of the county.

Happily for the bigger and greater city plan, the way is now clear to have this "little town" proposition submitted to the voters defeated and removed as an obstacle interfering with and delaying our real consolidation plans for a real city composed of an entire county. The result of the little town election will be an overwhelming defeat. With that out of the way there will be nothing in the way of the passage of a bill to consolidate the entire county next year, 1924.

But whether the merger of the seven municipalities is defeated or confirmed by the voters, the county-wide consolidation plan will be submitted to the Legislature for necessary action.

CHAPTER II.

EARLY CHRONICLES AND PIONEERS.

In Continental days the steady sentinels of the forest occupied these lands. The oldest inhabitants speak of the rural aspects ruling the region and refer to rustic experiences common in Sylvan localities. Mr. Andrew Anderson, the earliest postmaster of West Hoboken, a native of the immediate vicinity, develops the fact that even far in the last century much of what is now West Hoboken was as he terms it, "a mass of timber." Mr. Anderson then resided at the corner of Clinton avenue and Malone street. When a stripling he went from his residence to the vicinity of the "Indian Spring," in search of a cow, and remembers well how the country looked about there. The trees in Squire's woods are samples of what were then all over the hill. With the lapse of years the avenue came into use here. No sawmill was in the vicinity, "though farther down there was one." "In my early notion," says Anderson, "and when contemplating the wilderness around, the idea haunted me that I might some time meet an Indian near the Indian Spring." This region, "in later years was my gunning ground. I found here partridges, quail, woodcock, snipe, etc. Rabbits were plenty." A somewhat similar account is given by others, a particular point here and there showing the red cedar as being a prevalent tree, particularly upon a knoll in the vicinity of what has since been known as Cox's Corners. At the Cedars, meaning the knoll and grounds around it, where the cedar was plentiful, many of the earlier gunners bagged an abundance of birds and other game. As the years elapsed, together with the march of speculation, varied scenes have succeeded, the territory becoming occupied by numerous dwellings and garden plots. Among the earliest pursuits presenting itself here was that of the florist.

Deserving of special mention among the earliest residents displaying enterprise and showing interest in the advancement of this section are C. S. Browning, James Cox, Smith A. Freeland, John Hague, James Kerrigan, Daniel Lake, Thomas Rosman, and Charles A. Savoye, all of these men figuring more or less prominently in the affairs affecting West Hoboken and its early chronicles. Browning became the owner of considerable land here, as shown by a map drawn May 30, 1843. His dwelling house, which became the residence of John Syms, was for a long period more conspicuous than any other of its class in the vicinity. Suddenly departing from this world by a tragic event, being killed in a hurdle race on the Beacon race course, on November 5, 1845, by being thrown from the Canadian pony "Hops," the property passed into other hands, and enterprises contemplated by the active mind of the adventurous Browning forever ceased. He was

survived by a widow and one daughter, the latter becoming the wife of A. H. DeMotte.

James Cox, a brother of William of the noted Cox's Corners, was the proprietor of a grocery in this section for many years, his store being of brick construction, located on the south side of the Bergen Turnpike, west of Bergenline avenue, its style, size and appointments showing advancement outstripping all others disposed to invest at that early period in building enterprises hereabouts. Mr. Cox was also a school trustee. He died October 28, 1867, aged fifty-four years.

Smith A. Freeland, son of Lawrence Freeland, was for several years a member of the firm of Anderson & Freeland. He was postmaster and township clerk, and evinced much energy in the furthering of all laudable enterprises. John Hague represented with his colleague, John Shields, the township of North Bergen in the Board of Chosen Freeholders in 1850. His interest was forcible and efficient in establishing West Hoboken township. The committee having the business in hand convened at Mr. Hague's house, where the "Act to divide the township of North Bergen" was matured and prepared to be submitted to the Senate. This was in January, 1863, and he very ably represented the township in the same board from 1863 to 1867. Mr. Hague's residence was at the corner of Clinton avenue and Hoboken street; his garden was always the center of attraction and the conservatory connected with his residence about the year 1853 subsequently yielded an exhibit of rare and choice plants. Early investments in real estate were made by Mr. Kerrigan, he purchasing lands from Van Vorst and others. Daniel Lake was the representative from the township on the Board of Freeholders during the years 1861-62 and the year 1872. Thomas Rosman, who owned the ancient stone house on the east side of the Weavertown road, filled the office of school trustee with great acceptability. Charles A. Savoye, the founder of the watch-case business in connection with his son, came here in 1842. The property occupied was purchased of C. S. Browning. On September 24, 1856, the elder Mr. Savoye died, aged eighty-two years. The business continued under the control of Ulysses Savoye until 1861. Mr. Ulysses Savoye was born in France on April 29, 1811, and came to this country when seventeen years of age. This fine residence, in which his golden wedding celebration occurred in 1882, is situated on the west side of Spring street between Cortlandt and De Motte streets. Mr. Savoye served as a member of the Township Committee in 1872, a position which he held several terms at intervals in subsequent years. Henry Kuhl, Sr., was the pioneer florist in this vicinity, having the distinction of starting the first conservatory or florist's establishment in North Hudson county. He was born in France, of German parents, on August 22, 1808. Coming to this country at an early age, he settled in the present town of West Hoboken and engaged in the florist's business. He was recognized as the pioneer florist in this section of the State and during a long and active career achieved great success. He died April 7, 1893, his wife dying five days earlier. August A. Copin was also engaged in the florist business here, but not until 1880. He filled a number of public positions; for three years he was financial secretary of the West Hoboken Fire Department, serving until May, 1899, and was a member of Neptune Fire Company, No. 1.

Among the pioneer residents of West Hoboken was George N. Syms, whose father, the late John G. Syms, was one of the early settlers of the town and owned the property known as Syms' woods which ran north of

Courtland street to Hill street and from Palisade avenue to Central avenue. Both John street and Syms street were named after the father. The son, a druggist, conducted the business for nearly thirty years; he was a native of West Hoboken, and lived here all his life, his death occurring March 10th, 1923, at the age of sixty-four years. Besides his widow, Mrs. Ella Syms, he is survived by two sons, John and Harry Syms. Louis A. Menegaux was a member of the Board of Education in 1895-1900, and he was president of the Board in 1897 and 1898. Richard E. Galbraith, who was a native of West Hoboken, was for two years a member and one year chairman of the West Hoboken Board of Education. He was also for four years a member and one year chairman of the Town Council, besides being chief of police three years. From the time of the organization of the Palisades Building and Loan Association of West Hoboken in 1891, until 1900, Mr. Galbraith was its president. He was the son of William Galbraith, who came here very early, and his brother, Charles Galbraith, was also a member of the Township Committee, and town treasurer in 1893 and 1894.

Becoming the recognized leader of the Democratic party in West Hoboken, Judson C. Francois, who was the seventh in a family of fourteen children, was in 1876 elected a constable and held the office for sixteen consecutive years, serving as court officer during that entire period. At a special election in January, 1889, Mr. Francois was elected to fill a vacancy in the Assembly from the old Tenth District of Hudson county. Among the bills he introduced in the Legislature was one allowing one policeman for every 800 population in West Hoboken. In 1892 he was elected a member of the Town Council of West Hoboken and served two years, and from 1897 to 1902 he held the office of justice of the peace. He was treasurer of the West Hoboken Board of Fire Trustees for about four years, and for twenty-two years he was a member of Neptune Engine Company of West Hoboken, also an exempt fireman.

Born in Brooklyn, New York, in December, 1851, Augustus A. Rich in 1854 moved with his parents to Hoboken, and in 1860 the family settled in West Hoboken. Receiving a good public school education, Mr. Rich took up the study of law and began the active work of his profession in Hudson county in 1876. He held several positions of trust and honor. In 1882 and again in 1883 he represented West Hoboken in the New Jersey Assembly. During these two terms he introduced a number of bills of local importance and was active and influential in all legislative matters. Afterward he drafted several important measures, including the general act for the government of towns, under which Kearny, West Hoboken, West New York, and other municipalities were incorporated and organized, and which served as the model upon which the general act for cities in New Jersey was drawn. Mr. Rich was regarded as an authority on these subjects. For eighteen years, up to 1900, he served as town attorney for West Hoboken and was also attorney for Weehawken and West New York. From 1895 to 1900 he was chairman of the Hudson County Board of Elections. In May, 1899, he was appointed a member of the committee whose object was the promotion and ultimate incorporation of Greater Jersey City, to include all or nearly all the cities, townships and boroughs in Hudson county.

Among the more prominent citizens of West Hoboken was Adolph Schleicher, but the only public office he ever accepted was that of member of the Board of Education, to which position he was elected in 1896, and reelected in 1899 for a second term of three years. John P. McMahon, who

was born in West Hoboken in November, 1868, took an active part in politics when he became of voting age, and in 1896 he was elected town clerk of West Hoboken, and in 1899 he was reelected for a second term. He held the office until 1911. By virtue of being town clerk he was also clerk of the Town Council.

After living to celebrate her one hundredth birthday, Mrs. Jane Simms, considered to be the oldest woman in North Hudson and a resident of No. 541 Bergenline avenue, West Hoboken, died March 2, 1923, at the Sisters of the Poor Home in Paterson, New Jersey, where she had been an inmate for a few weeks. Mrs. Simms who had been an invalid for many years, was one hundred years old on December 1, 1922, when she observed the event in bed, her affliction not permitting her to get around. She had often expressed a wish that she would live to see the century mark, and it was a joyous occasion when her wish was granted. Mrs. Simms was born in New York and came to West Hoboken about 1855, where she had maintained a residence ever since, although she had been unable to leave the house for the last ten years because of her affliction. Her second husband, William E. Simms, will probably be remembered by the older residents of West Hoboken as the first recorder of the town, about 1875-76. Her family had always been noted for its longevity. Many of her ancestors approached the century mark and her grandmother lived to be one hundred and fourteen years old. Her uncle, David Vandervoort, was an alderman in New York about the year 1841, and he personally supervised the construction of the first office in Manhattan through which the immigrants passed at that time. One son, William Mingey, by her first husband, survives the aged woman.

CHAPTER III.

INDICATIONS OF PROGRESS.

Land speculators imbued with enthusiasm, secured control of sections of the soil of West Hoboken, and steps were taken to improve the place. Building associations were organized, the highways were graded, and attention was shown towards easy methods of transit. The hill road and plank walk over the meadow to Deer Park and a "short cut" across that "Park" to Washington street, Hoboken, was for years the pedestrian's route to the city. The hack was the ordinary conveyance, and this vehicle was always ready at the ferry to take the passenger in whatever direction he desired to go. In December, 1851, Seth Hunt, an enterprising inhabitant of Albany, New York, was deliberating upon the establishment of a line of stages to and from between the Hoboken Ferry and West Hoboken.

The locality came to one and then to another point of advancement, looking at it from a social and conventional standpoint. Jotting down the village notes in 1852, the morning gossip reports that he does not "see much of the young Sinclairs. Anderson is well, and so is the village patron saint. Sylvera returned from California some time ago and has made two or three trips to South Carolina since. Buttersworth still pursues his artistic vocation and frequently brings into my view the work of his delicate pencil. Your rosy-cheeked artist, Gordon, may be seen as formerly in close companionship with his pipe and pleasant thoughts, having a word and witticism for all."

At this period numerous efforts were made to facilitate transit to and from West Hoboken. Accordingly, the following named citizens signed a

petition to the Legislature, requesting the establishment of the "Weehawken Ferry" as a means of enhancing facilities of intercourse: Stephen Verity, Curtis Jennings, Garret Spear, John Speir, Garret VanVorst, Patrick Collins. A prospectus, issued with a view of advancing this ferry enterprise, declared the western shore of the North river to be advancing briskly in importance, making it more accessible. By reason of the prevailing westerly winds at that season, the winter finds this shore less encumbered by floating ice. The summer sees it surrounded by many advantages. Elevated, fresh and pleasant, these suburban grounds present an invaluable outlet to the thronging thousands of the metropolis. The region offers its inducements as a desirable and healthful locality for residence. No insignificant revenue flows into the State Treasury from canals and railroads. Schools derive support from State funds in addition to the amount annually received from township taxation. Within Hudson county, continues this prospectus of 1853, several of the schools are already free and others are upon the verge of this condition. Taxes in this county are much less than in New York, and here we may observe the reasons that are leading many to flee from the din and dust of the city to more congenial homes on this side of the river. In the local reports, the advancing steps were shown. By the State report for the year 1856, it may be seen that six hundred and fifty dollars had been assessed for enlarging the public school house at West Hoboken and by the report of the Lyceum and Library Association, efforts were concentrating in the prosecution of a laudable enterprise.

The scenes about West Hoboken began to vary, and the people became more familiar with the rapid step of local improvement. Francisco's hacks, for many years convenient, and the omnibus and the stage were all tried, and still the people sought farther and better modes of transit. Adventure "took another tack," as is plainly indicated by the following significant notice:

West Hoboken & Hoboken Passenger Railroad Company. The subscribers to the capital stock of this company are requested to pay an installment of ten per centum, or \$2.50, for each share subscribed, on each of the following days: 1863—June 1st, August 1st, October 1st, December 1st; 1864—February 1st, April 1st, June 1st, August 1st, October 1st.

The payments are to be made against the receipts of John Roemmelt, treasurer, at the office of Roemmelt & Leicht, in Hudson City, or at the office of the Hoboken and Weehawken Horse Railroad Company, opposite the Ferry Buildings in Hoboken.

By order of the Board of Directors,

May 14, 1864.

CHARLES SPIELMANN, Secretary.

Establishment of Roads and Streets. From time to time the local authorities were moving and showing a spirit of enterprise in the matter of improvements, as indicated in proceedings as appended:

An ordinance to provide for the opening of a street from Palisade avenue to the 1st Station, so called, of the Mountain Road, and to grade and flag the same, and also a portion of the Mountain Road.

The inhabitants of the township of West Hoboken in the county of Hudson, do ordain as follows:

1. That a street fifty feet wide be opened, beginning at the 1st Station of the Mountain Road, and running westerly, on or about the southerly line of U. Savoy's property and ending at Palisade avenue, where it strikes the same at nearly right angles, and in accordance with a survey and map of said proposed street made by A. Beyer, township surveyor, and adopted by the Township Committee, August 21st, 1868.

2. That the roadway and sidewalks of said proposed street from Palisade avenue to the 1st Station of the Mountain Road and also that portion of the Mountain Road from the 1st Station thereof to Washington street, shall be graded and regulated to the full width thereof and that the sidewalks of both the said streets be flagged with blue stone flagging four feet wide, from Palisade avenue to Washington street, and proper crosswalks laid thereon.

3. That Wm. Sinclair, Chas. S. Galbraith and John G. Syms be and they are hereby appointed Commissioners to assess the cost and expenses incurred in making the said improvements.

4. That the said improvement shall be made under the direction of Albert Beyer, township surveyor.

WILLIAM GALBRAITH, Ch'n of Town Com.

Attest:

ALFRED E. GREGORY, Township Clerk.

Passed August 25th, 1868.

Shortly before the passage of the foregoing ordinance numerous land owners met to discuss "an act to provide for the acquisition and construction of a public pleasure ground and avenue," contemplated as a more general improvement. The meeting was held at the Hudson County Hotel, Bergen Turnpike, February 15, 1868. Among the many citizens who had signed the call were William Galbraith, Charles Siedhof, Louis Becker, John H. Bonn, J. W. Paulsen, H. J. Rottman, Herman Brensing, Alfred E. Gregory, Peter Brunges. The project assumed various attitudes. Its opposers and exponents arranged many schemes contriving to urge or to frustrate the proposal. A diversity of plans followed, none of which, however, went far enough to assure success. Local authorities, for all that, gave way to no expectation of a general improvement by the county, but kept a vigilant hand busy. West Hoboken lent her ear to petitions and cleared the course for progress.

OPENING OF SPRING STREET

Pursuant to a resolution of the Township Committee of the township of West Hoboken, public notice is hereby given of the following petition for opening Spring street, from the Paterson Plank Road to the Hackensack Plank Road, in the township of West Hoboken.

WEST HOBOKEN, May 14, 1874.

TO THE HONORABLE THE TOWNSHIP COMMITTEE.

Gentlemen:—We, the undersigned, owners of property on Spring street, respectfully request your honorable body to take such action as you deem best for the opening of said street from Paterson Plank Road to the Hackensack Plank Road.

We request that A. Beyer be appointed surveyor.

And your petitioners will ever pray.

A. Anderson; Griswold & Amrade, per R. T. Bene; James Day, M. Day, James McKenna, W. E. Wells, E. S. Goynes, Thomas Brennan, Peter Halpin, T. H. Gerdes, Patrick Rogers, Joseph E. Taylor, John L. Meredith, Samuel R. Syms, Christopher Karb; The Hoboken Land and Improvement Company, by W. W. Shippen, president.

Now, therefore, in further pursuance of said resolution, public notice is hereby given that all parties interested in the above improvement called for and objecting thereto, must file the same, in writing, with the township clerk on or before Wednesday, July 15, 1874, at 7.30 p. m., at which time the Township Committee will meet at the Town Hall to consider such objections.

JONAH FULCHER, Township Clerk.

Town Hall, West Hoboken, June 25, 1874.

Similar steps leading to local progress were made during the next few years.

In the early days all intercommunication was by "short cut across lots." Until 1870 the only street running north and south through the township was the Weavertown Road, now known as the Boulevard, and then a narrow lane was opened on the line of the present Palisade avenue. There were few cross streets or lanes and these were frequently impassable in wet weather or in late fall or early spring. It was of the utmost importance that the roads be kept in passable condition and for this purpose a road tax was imposed, the payment of which was generally by its equivalent in work on the roads, and on certain days in the spring of the year the people with their teams were seen repairing the ravages on the highways of the preceding winter. Difficulty was experienced in laying out and grading the streets,

owing to the swampy condition of the land, and advantage was taken of the elevation of ground on the property of the Hoboken Land and Improvement Company to secure the needed filling. At that time a natural water course cut across the town and carried off the surface water, forming a miniature cascade down the side of the hill.

About this time the newly established post office was in full operation and it became, as such establishments usually do, the clearing house of the town news. Events and happenings of a local description were commented upon here, and travelers and excursionists had a tendency to regard it as the right place to gain information upon many subjects. A literary society functioned in the vicinity, the exercises of which consisted of critiques, debates, essays, occasional lectures and concerts. Proceedings of that character had an awakening influence among the inhabitants and the organization was conducted with no small degree of animation to the town. Shortly afterward the following circular gained local distribution among the residents:

West Hoboken Library Association. To the Citizens of West Hoboken, and The West Hoboken Library Association, having been duly incorporated by law, and being now ready to go into active operation, the undersigned, Trustees of same, beg leave to call the attention of their fellow-citizens to the objects of the Association and the advantages which it offers to its members.

It is proposed to establish and sustain, in this village, a Public Library, selected with reference to the wants and tastes of our population, and aiming to be both attractive and useful. Measures have already been taken to secure a good selection of popular books in the various departments of reading, such as history, biography, travels, poetry, light literature, science and morals, which will be increased as rapidly and judiciously as possible.

The Association has also now ready a large and varied list of standard reviews, magazines and periodicals. Many of these works, it is well known, possess great intellectual ability and attraction; and it is believed that our collection will be found to contain those which the lovers of good reading will not fail to appreciate. Among them will be found such as the following: "The North American Review," the "London Quarterly Review," the "Edinburgh Review," the "Westminster Review," the "North British Review," "Blackwood's Edinburgh Magazine," "Harper's Magazine," the "Eclectic Magazine," Littell's "Living Age," "The Knickerbocker," the "Democratic Review," "Chambers' Edinburgh Journal," the "London Illustrated News," "The Albion," "Sartain's Magazine," Godey's "Lady's Book," and several other well known periodicals.

In the appropriate season the Association purposes to secure a series of interesting popular lectures on scientific subjects with illustrations and apparatus, by able lecturers. It is believed that the Association possesses the means of providing a series of popular and attractive intellectual entertainments which will be a source of great benefit and pleasure to its members. A debating society will also form a part of the objects of the Association.

Believing that the inhabitants of our village have long desired such an institution and will appreciate its advantages, especially in its influence on the young, we take the liberty of respectfully soliciting the coöperation of our fellow-citizens. With the united efforts of all who feel an interest in the improvement of our place, we are confident that a most valuable result may be easily and speedily realized.

The terms of admission are fixed at the lowest price allowed by law—one dollar initiation fee and fifty cents a quarter.

Ladies will be permitted to have access to the Library by paying twenty-five cents half yearly.

The Library is to be open on Tuesdays and Friday evenings of each week.

WILLIAM SINCLAIR,
WM. BRADFORD,
JOHN HARPER,
W. K. HALL,
R. C. WETENHALL,
Trustees.

West Hoboken, April, 1852.

Some amount of emulation had evoked the above quoted circular. The West Hoboken Literary Society in active operation since November, 1851, contemplated additional facilities looking to the intellectual improvement

of its members. The West Hoboken Lyceum and Library Association actuated by similar inclinations, gave much attention to their design of facilitating mutual intercourse and promoting "a spirit of useful inquiry." The Literary Society set forth in September, 1852, their amplified regulations, showing a working force of twenty-six active members. Essays covered a wide range in the society, and the questions in debate likewise. As an illustration, the question here given was debated on the evening of October 21, 1852: "Was Napoleon justifiably sentenced to St. Helena?" Affirmative debaters, John Syms, William Galbraith; negative debaters, W. F. Buckley, W. H. Alcorn.

The Free Public Library of West Hoboken on June 1, 1898, went into active operation, issuing books on Tuesday and Thursday evenings of each week. The first Board of Library Trustees was comprised of the following: Messrs. Lucien P. Druck, chairman; Paul Konert, clerk; John Lane, Louis A. Menegaux, Henry O. Steinhoff, with Mrs. A. Parker, librarian. The organization of the board took place in No. 1 School, and on December 1, 1898, leased quarters at 327 Clinton avenue. At first only the upper floor of this building was used, but subsequently the board acquired possession of the entire building. Beginning its existence with 1,500 volumes, there are now more than 5,000 volumes on the shelves, with a membership enrollment of over 2,000 male and female citizens. During the year 1910 over 50,000 books were issued.

The great philanthropist, the late Andrew Carnegie, donated \$25,000 for a new library building. The library authorities complied with the terms of his generous offer, purchased the necessary ground on High street, and erected the building which is now in full operation under able management.

There may be as many strange things in this generation as in days of yore, among which is noted a section in West Hoboken, consisting of five blocks, running on Central avenue from Oak to Angelique street, which can boast residents representing nineteen different nationalities. The section is a strong Armenian settlement and that is the reason why it is known as the "Dardanelles." The nationalities represented on the five blocks are English, French, German, Greek, Italian, Spanish, Turkish, Armenian, Syrian, Roumanian, Polish, Russian, Chinese, Japanese, Austrian, Swiss, Jew, Belgian and Holland Dutch.

CHAPTER IV.

PUBLIC DEPARTMENTS.

The first fire apparatus was purchased for public use by general subscription in 1859. In case of fire, the water was procured from wells and cisterns, but the usual embarrassments were experienced, for frequently these receptacles were pumped empty before the fire was extinguished. West Hoboken, however, had no monopoly on that method of procuring water for fire purposes at that time, some sixty years ago, as that was the custom prevailing in other Hudson county towns as well as in Bergen county municipalities. Arrangements were made with the Hackensack Water Company for a full supply of water, and now an ample water supply is carried through all streets in mains with good pressure at the hydrants, for fire purposes. A paid fire department of very efficient character, and with the most modern equipment, was established, with a chief and other necessary officers and hundreds of well drilled fire fighters.

Neptune Company did duty alone in the town until 1865, when Dexter Hook and Ladder Company, No. 1, was organized, with A. Fillipetti as foreman. On September 18, 1865, a new company was organized in the Bonnsville district of the town. A citizen named Heinlein kept a florist emporium about where Jane and West streets now join, and in one of his greenhouses Eagle Engine Company was organized. This part of the town, with the building of the car stables, had begun to grow considerably, and it was apparent that Neptune Engine Company could not properly take care of the whole town, and that a company in Bonnsville would be a very useful adjunct to the department; on the date last mentioned Messrs. William Ludlow, W. M. Stanford, W. H. Drescher, J. England, Adam Stieger, W. Muller, Ernest Asmus, and M. Goelze met in the greenhouse referred to and organized Eagle Hose Company, No. 1, and elected the following officers: William Ludlow, foreman; M. Goelze, assistant foreman. Due to the fact that the first minute books of this old company are lost, and as nobody living can recall much about its early history, all that can be said is that their first headquarters was located on the Hackensack Plank Road in a shed belonging to a man named Stucke. Sufficient funds were raised by the members in a short time to purchase a hose carriage, and W. H. Drescher, Gus Gondran, and H. Ludlow were appointed a committee to purchase same at a cost of seventy-five dollars. They purchased the carriage from Eagle Hose Company, of Hudson City, and this old carriage is still in the possession of Eagle Engine Company, a relic of bygone days, being the oldest fire apparatus in West Hoboken. Prior to its career in Hudson City it did duty in New York, and considering the fact that it has been in this town forty-nine years, that its stay in Hudson City was about fifteen years, and that it was utilized in New York in the beginning, its age must be past the three-quarters of a century mark.

These three companies did duty in the town for a number of years, and in the report of Chief Engineer Joseph E. Taylor for 1869-70, is found a recommendation that the town build a house for Eagle Hose Company, and that the Board of Fire Trustees had that year built two brick fire houses, one for Neptune Company on Clinton avenue, near Charles street, and the other for Dexter Hook and Ladder Company on Charles street. This latter house still stands in the rear of the town hall, having been remodeled about a dozen years ago and since used as the station house. In contrast, regarding the amount of hose which the companies had at that time and the amount now in use, Chief Engineer Taylor, in the aforementioned report stated that Neptune Company had four lengths of hose and Eagle Company had four lengths. Now each company has about twenty-five lengths, a difference of nearly 1,000 feet, and now there are four companies carrying hose instead of two. Chief Taylor also mentioned in his report that in that year there were three fires, of which two were out of town. The one fire in town was a stack of hay on the pasturage of the car company, and the two out-of-town fires were as follows: July 30, 1869, Bunavista Hotel, North Bergen; and September 10, 1869, oil tanks on Erie railroad at Penn Horn creek.

On April 1, 1873, Chief Charles Gravatt mentions the name of Naiad Hose. This company existed but a short time. Its officers were: W. H. Casey, foreman; B. F. Corsen, assistant foreman; Fred Wells secretary. Its career was turbulent, and owing to the actions of some of its members, which were, to put it plainly, scandalous, it was disbanded when about twelve months old. Chief Gravatt further states that "the Exempt Engine Company is fully organized and invites the action of the Township Committee

to purchase a suitable apparatus for them." Later, this company became Empire Engine Company. Chief John Rumer makes the first mention of Empire as a company in his report for 1877-78. He says that "Empire Engine Company, No. 2, has 22 members, an engine and jumper in first-class condition, and 13 lengths of hose in fair order." This company was formed by the exempt members of Neptune Engine Company. Neptune's first house, it will be remembered was located on Paterson avenue, and that later the town built them a house on Clinton avenue, near Charles street. This left the lower part of the town without proper fire protection, and it is presumed that it was to furnish the necessary and proper protection to this part of the town that the Exempt Engine Company was organized April 14, 1876, by the following citizens: J. A. Alcorn George Cox, W. H. Laune, E. N. Little, Robert H. Leary, Albert Grandjean, George Bove, John D. Meredith, J. D. Van Skiver, D. Sence, Charles A. Yates, Charles Tanner Luke Ames, M. Browne, Alex. Stoltz, C. Van Vorst, C. Lever, J. G. Syms, and Joseph E. Taylor. Francisco's barn on Demott street was used as the company's headquarters.

On September 6, 1877, the company was reorganized as an active company and was named Empire Engine Company No. 2. Its first officers were: Robert E. Leary, foreman; Charles A. Yates, assistant foreman; Joseph A. Alcorn, secretary; Albert Grandjean, treasurer. Its headquarters was on Spring street, near Hague street in a house belonging to Joseph Taylor, and in 1883 its present house on Hoboken street was built.

During the year 1878 the Dexter Hook and Ladder Company, No. 1, was disbanded and Columbia Hook and Ladder Company, No. 1, was organized, with Charles J. Chandless, foreman; J. Hecht, assistant foreman; John Rumer, treasurer; M. Ford, secretary. The old truck was sold and was sent to the South, and a new truck, the one recently in use, was purchased for Columbia. The same year an engine was purchased for Eagle Hose Company, and the company changed its name from "Hose" to "Engine" Company.

One drawback to the primitive method of fighting fires was that the men were compelled to draw the heavy machines to a fire, and after reaching it, would have to start to work to man the pumps, and to let any other engine throw a higher stream would mean disgrace for the company that was beaten. The present generation of firemen who now do the work know very little of the hardships that were experienced by their fathers in the old fire department. To-day, in most cases, when the volunteer fire laddies return from fighting a blaze they do so to enter well-heated and up-to-date houses, with the hose-drying tower and other facilities; but not so with the old-timers. Generally their fire houses were antiquated barns or unused sheds; and yet, with all the handicaps, nobody can justly charge the old-timers with not performing good work at all times and on all occasions, for they seldom let a fire gain such headway that it resulted very seriously. The hand engines were used until the water mains were laid in the streets in 1883—forty years ago—when it was observed that the pressure from the fire hydrants equalled, if it did not surpass, that from the engines, and also with far less exertion on the part of the firemen. In a short time the old engines belonging to the Eagle and Empire companies were sold, while Neptune Company retained its engine as a relic. They kept it until about fifteen years ago, when they parted with it to a junkman for \$25. Before the old wooden bell tower was built by the town in the rear of the town hall, the only method of giving an alarm of fire was by ringing the church bells, and for that purpose the old St. John's and Presbyterian church bells were used.

With the organization of the Empire Engine Company, there were then three engine companies and one Hook and Ladder Company doing service in the town, and they constituted the fire department until June 3, 1887, when a new company was organized in the First Ward. This part of the town had grown considerably in a few years, and the citizens set up the claim that a Hook and Ladder Company in that section was an absolute necessity. Accordingly, on the above mentioned date citizens met at Siler's Hotel at the corner of Clinton avenue and John street, and after discussing the situation, organized Americus Hook and Ladder Company No. 2, and elected the following officers: George Fink, foreman; E. J. Tournade, assistant foreman; H. Fisk, recording secretary; P. Fisk, financial secretary; W. E. Gill, treasurer; and L. Alces, G. Bene, S. Fisk, H. Schneider, and W. P. Sturgis as charter members. The members of this company were always hustlers, and from the very first would leave no stone unturned to make a success of all their undertakings, and in a brief period they raised sufficient funds to purchase a fire truck and establish themselves in a little house on Syms street, near West street. They were the first company in the fire department to adopt the blue cloth uniform. Immediately they embarked in social activities, and some of the entertainments and receptions equalled, if they did not surpass, anything in their line ever before undertaken in the town. Repeatedly they held functions, the proceeds of which were distributed among needy charity organizations, and at one time there was connected with the company an athletic association that was invincible in baseball, football and other athletic sports. Owing to their hustling proclivities, Americus attained and easily maintained its high standing in the social and firemen's circle of West Hoboken. The company remained in its old house until 1895, when the town built for them their present fine headquarters on Syms street at a cost of \$6,000. Again the boys proved themselves to be great hustlers, by running off a fair before the new fire house was completed, which event netted them about \$3,000, and with this money they fitted up their fire house in sumptuous style.

In his annual report for 1820, Chief Louis Haag recommended the establishment of a Hose Company in the mid-west section of the municipality, and it only needed this recommendation to start something, for in September 1890, Friendship Hose Company No. 1, was organized with these officers: W. H. Laune, foreman; John Glace, assistant foreman; E. Burckhart, recording secretary; P. Sabatine, treasurer; John Roden, chairman; its first headquarters was situated on Savoye street, near Summit avenue. The old house was torn down some few years ago and a factory erected in its stead. The company was at first provided with a hose jumper by the town, and a few years after its organization they were furnished with a hose carriage, which was purchased from Lady Washington Hose Company, No. 1, of the Yonkers Fire Department. In 1897 the present fire headquarters on Central avenue, was erected, it being an up-to-date building, equipped with all modern improvements. The company always had a full quota of sixty-five members, and on dress parade this long line of blue-shirted men was the pride of the entire fire department.

Still another company was to be added to the department. The Third Ward had grown from a rural district to a section of a large town, and the open fields of a few years previously being now covered with row after row of brick and frame dwellings, and this condition led to the agitation of the question of organizing a Hook and Ladder Company. After several unsuccessful attempts in that direction, a meeting was held on June 20, 1894, at

the "Capitol" Hotel, corner Spring and Dodd streets, and Protection Hook and Ladder Company was organized with these officers and members: W. H. Drescher, Jr., foreman; Charles Kremm, assistant foreman; G. H. Kleene, recording secretary; Albert Laessig, financial secretary; Henry Leuly, treasurer; and C. E. Boman, J. T. Boman, Rud. Frech, R. J. Heuston, C. Kammeral, John Mahan J. W. Smith, and W. Stagen, charter members. The committee at one of its weekly meetings appointed a committee of four to solicit subscriptions for the purchase of a fire truck, but in the meantime the company petitioned the Town Council to purchase a truck for them. The petition was favorably acted upon by the town authorities, and on February 19, 1895, they secured for the company their present excellent apparatus, which was manufactured at Seneca Falls, New York, by Gleason & Bailey. The company's house burned down July 2, 1897, from some unknown cause, but was thought to have resulted from the explosion of a kerosene lamp which was used to light the house. The fire truck was damaged to the extent of about \$300; the members made good for the entire loss, and in three months' time had built another house and had the damaged truck repaired and repainted.

From an insignificant village fire department which in 1861, more than a half century ago, fought fires with hand-pumping engine and four lengths of hose, West Hoboken has to-day a fully equipped and up-to-date department. The headquarters of the department is at No. 322 Clinton avenue, where there is housed Engine Company No. 1, and next door is Truck Company No. 1. The fire house of Engine Company No. 2 is at the corner of Central avenue and Syms street, and at the corner of Central avenue and Elm street, Engine Company No. 3 and Truck Company No. 2 are located. The fire alarm boxes are divided into four circuits. The chief of the fire department is Frederick W. Schier. West Hoboken has an efficient police department; the present chief is George C. Rohrbach; the presiding police judge, C. Caesar Walter.

After depending on wells and cisterns for years for water in case of fire and for other necessary purposes, it was quite a change that was experienced in the spring of 1883, when the Hackensack Water Company, having entered into an agreement with the Town Council, began laying mains through Palisade and Clinton avenues, Spring street, and the Weavertown road. On September 14 1883 the water was turned on for domestic and fire purposes, and this was made the occasion of great rejoicing by the citizens, a feature of which was a great parade in which nearly every fire company in North Hudson participated. The supply of water was furnished from the water tower in Weehawken until the year 1901, but, as the consumption of water increased very rapidly, it became absolutely necessary to provide a large storage, which resulted in the building of a reservoir at Edgewater Heights, with a capacity of 18,000,000 gallons, from which West Hoboken is at present supplied. This reservoir is situated at an elevation of 319 feet above the Hudson river, which is eighteen feet higher than the top of the tower at Weehawken. Since the first introduction of the water supply, many extensions of the system have been made in new streets that have been opened in order to provide for the rapidly growing population, until there are now about twenty-two miles of mains laid and two hundred or more fire hydrants connected with the system.

Prior to the year 1872, kerosene lamps were used to illuminate the residences and stores in this town, and as for street lighting, that all depended on the moon and stars, if they chose to shine, otherwise the town was in darkness. The Township Committee in 1872 made an agreement with the Hud-

son County Gas Company, whereby that company was granted permission to lay gas mains in the various streets. A contract was entered into by the township with the Gas Company to light the streets and, for a start seventeen gas lamps were in use, the township and the Gas Company each paying one-half the compensation of the lamp lighter, who was John Everson. He held the job until 1874, when Charles Hall procured the position. By that time two hundred oil lamps had been added and thirteen more gas lamps. Mr. Hall held the contract for caring for the lamps until 1875, when Messrs. Collins and Everson were awarded the contract, and they continued the official caretakers of the street lamps until 1890, and at that time there were 596 gas lamps in use and no oil lamps. In connection with this street lighting contract was an amusing incident through a clause which prohibited the lighting of the lamps on night when the moon was supposed to shine, as indicated by the monthly calendar or almanac. It didn't matter if it was stormy on these nights or if old Lunar was obscured by the clouds, as long as the almanac showed that it would be moonlight, the lights were not turned on, and at such times the streets were in total darkness.

The Town Council in the year 1890 contracted with the Hudson Electric Light Company for fifteen arc lights. These were placed on Clinton avenue from Stevens street south, and on Spring street from Stevens street north. The Council, after the installation of these electric lights, gradually added to the number until all the gas and oil lamps were finally eliminated, and resulted in the town being thoroughly and well lighted. It seemed to be the desire of the town authorities to brighten the corner, for with very few exceptions every street corner is decorated with an electric light, certainly a noticeable change within a few years.

In some of its features the West Hoboken post office differed from others. Situated on the southwest corner of Hoboken and Spring streets, with an outlook toward the east, the large and airy building presented a tidy and cheerful appearance. A hardware business was a side line to the official duties devolving upon Mr. Lawler, and neither branch of his calling was neglected by him even in the slightest degree. The position of postmaster held by Mr. Lawler for the four years from 1880 had a routine with which he showed an active familiarity. All his arrangements were well adapted to the business in hand. Mr. Lawler was a native of New York City and located in West Hoboken about the year 1868. From May 1, 1880, the post office under his management showed evidences of improvement, and in 1884 one hundred and twenty-six boxes were rented to patrons. The "international money order system" was also in operation here, and parties from the circuit of other post offices availed themselves of that feature of this office. German and French letters arriving at this office were about equal in number, while epistles in the Russian, Turkish, and a number of other foreign languages, were not infrequently received, those of the latter class in the Castilian, the Portuguese and the Italian predominating, showing the many nationalities then represented here. There were two arrivals and two departures of the mail each day. The following is a list of some of the former postmasters of West Hoboken, showing the term of office, also the growth of the business of the office since the year 1899: Andrew Anderson, August 24, 1852; S. A. Freeland, January 22, 1858; John L. Freeland, February 7, 1861; C. V. Hickok, June 20, 1862; George J. Lawyer, April 20, 1881; John H. Middleton December, 2, 1885; Julius Klumpp, January 20, 1890; Henry Schneider, June 16, 1894; Charles Eichhorn, July 1, 1898.

Receipts: Fiscal year 1889, \$3,662.37; 1890, \$3,540.74; 1891, \$5,069.40;

1892, \$4,782.90; 1893, \$5,561.33; 1894, \$5,698.30; 1895, \$14,402.67; 1896, \$19,820.12; 1897, \$24,183.65; 1898, \$12,235.98; 1899, \$17,014.26; 1900, \$16,334.93; 1901, \$17,904.49; 1902, \$24,429.77; 1903, \$24,124.37; 1904, \$24,746.73; 1905, \$26,518.77; 1906, \$28,215.49; 1907, \$31,001.53; 1908, \$30,449.05; 1909, \$36,617.24; 1910, \$41,047.87. Compiled to March 31, 1911, the post office fiscal year being nine months of one year and the first three months of the year following. Correct to date. Charles Eichhorn, postmaster. Edward C. Francois is the present postmaster of West Hoboken, and is a son of Judson Francois, previously mentioned.

CHAPTER V.

INDUSTRIAL LIFE.

In the earlier industries of West Hoboken there were many persons engaged of whom only brief mention can be made: The silk factory of Henry G. McRea, the pencil case manufactory of John Hague, a member for a number of years of the Board of Chosen Freeholders; the watch case manufactory of U. Savoye; the business carried on by William Galbraith and afterward by his son, Charles F.; the same taxidermy conducted also under varied auspices by A. F. Alexander; the chocolate factory on Dubois street, conducted by L. Thourot; in all these enterprises skill developed the local industry, and in the cases where the business was continued, enterprise was joined to valuable experience. At the corner of Barclay street and Clinton avenue, R. T. Bene was for many years engaged on very fine work, the productions in the ostrich feather department giving evidence of familiarity with the process. Not less important was the silk business carried on in the township. Givernaud Brothers had one of their silk factories in West Hoboken. The like business in silk fabrics was carried on by J. W. Pinkney & Company, successors to Jordenil & Company. In ribbons, as well as dress goods, there was the establishment of John Comby, and in silk specialties that of Joseph Rappi.

The Phalanx Silk Manufactory was located on Paterson avenue, with Mr. Ceste in charge as superintendent, and two separately conducted shuttle manufactories, one under the management of A. Bonnet, and the other, of Mr. Cotte. A manufactory of considerable permanency was that of C. A. Schindler, on the west side of Palisade avenue, corner of High street. He manufactured photographic furniture, including pedestals, with fine antique cabinet furniture as a special feature. Mr. Schindler located here about 1855, and in 1861 he built the dwelling house he occupied for a number of years. Its odd form and elevated flagstaff made it a prominent object. Extensive additions, with circular windows, were in 1884 added to the building. Mr. Schindler, with his son, C. A. Schindler, Jr., as his chief assistant, operated the manufactory in the basement, thus utilizing the entire premises.

On the south side of the Bergen Turnpike Henry Hassenpfluge commenced the harness-making business about the year 1863, conducting it with marked energy for a score or more of years. In 1866 Henry Todd began the manufacture of twine at Bonnsville, and subsequently Robert Bankosky conducted a similar manufactory there. Cigar-making was established by Alphonse Burgnon at Lossburg in 1866, and by Valentine Eberlee at Bonnsville in 1867. An express, instituted by Nicholas Schmidt, which began operations in 1866, afterward became well-known as Schmidt's New York and Union Hill Express, with its main office located at West Hoboken. For

many years the official business connected with the transactions by the West Hoboken and the Hoboken Passenger Railway and by the North Hudson County Railway Company was conducted in the brick office on the east side of Bergenline avenue, south of the car stables.

Prior to, as well as subsequent to, the year 1867, John H. Wettig successfully conducted a brewery business. During the month of June, 1870, Mr. Wettig disposed of one hundred and eighty half barrels of lager beer, and the entire number of barrels of beer sold by him in the year 1871 was seventeen hundred and eighty. The brewery was situated some distance south of Cox's Corners, on the east side of Bergenwood (or Weavertown) road. In 1884 the premises were occupied by Charles Gelan, a silk manufacturer, who employed twenty-five operatives working on silk fabrics. In 1875 the business announcements, through the medium of the almanac published by Alfred E. Gregory for that year, included Frank Beatty, hardware, lumber, lime, etc.; Edward Baptis, Jr., carpenter and builder; Henry T. Bernhard, groceries; William Rosman, groceries; Joseph E. Taylor, groceries; John Ehrhardt, groceries; Charles Howard, Railroad House; Thomas Keynton, groceries; Walker & Doab, Depot House; A. Anderson, real estate; John H. Wise, groceries; Henry Dean, Monsieur Feytel, M. S. Kerrigan, Henry Monnet, Fred. Waltka, and others, in various lines of business. West Hoboken is a very important industrial center and has a larger number of manufacturing plants than any municipality of its class in the State. There is a strong desire to enlarge and extend these industries as much as possible, therefore factories of any kind would be welcomed and assisted in every reasonable way. Silk and embroidery mills would be preferred. Embroidery manufactories predominate at the present time.

The principal manufacturing establishment is the Schwarzenbach Huber Company, the mill being located on the corner of Highpoint avenue and Bergenline avenue and Oak street; this corporation ranks amongst the important silk manufacturers of the country, and employment is given to over one thousand wage earners. The officers are: Robert J. F. Schwarzenbach, president; Henry Ruegg, Sr., vice-president; and Walter Bindschaidler, treasurer. The International Silk Mills, under the superintendency of John A. Kane, are located on the corner of Bergenline avenue and John street. In the busy season employment is given to from two to three hundred employees. As in the other North Jersey towns, the manufacture of embroideries and laces is the leading industry. A decade ago there were in the neighborhood of seventy-five firms producing these articles. At the present time a number of these are in existence, giving employment to from one hundred and twenty-five to as low as six employees. Many of these establishments are what may be designated as home industries, the business being carried on in the residence of the proprietor. Among those who employed over a score of wage earners, mention is made of Max Hefti, located on Summit avenue, connected with the Anrig Embroidery Works on Summit avenue, the business having been founded by Joseph Anrig and now conducted by Robert G. and Arthur A. Anrig. The firm formerly known as Samuel Argush, on Monastery street, at the present time includes the founder of the business and his two sons, Joseph and Solomon, under the partnership name of Samuel Argush & Sons. The Hygraid Embroidery Works is located on Weehawken street, the business being conducted by B. & M. Schweber. The specialty of The Rapid Company is splitting and thread cutting, finishing of laces and nets, and scalloping. The Aetzing Department is on Highpoint avenue, and the scalloping department is located on Palisade avenue in the

town of West New York. Among the early pioneers in the manufacture of embroidery in West Hoboken is Otto Hultsch, located on Clinton avenue. Under the style name of West Hoboken Novelty and Embroidery Works, Alf Rohners conducts the manufacture of embroideries on Walnut street.

The embroidery manufacturers now number about one hundred and twenty and besides those already mentioned that have been in existence for a decade of years are: Ceasar Bollini, Braun Brothers, Otto Brueggeborgs, Eckert Embroidery Works, Lincoln Embroidery Works, Francis Mayer, Arnold Ruegg, E. Schlaepfer, Inc., August Schmid, Melchior Schmidig, Antonio Simonetto, Star Embroidery Works, Stevens Embroidery Works, Alois Suter, Swiss Embroidery Company, August Thaler, Welter Embroidery Company, and Zeni Brothers. Among those who have engaged in the manufacture of embroidery within the last decade are Peter Manzo, who carries on business on Hill street as the Automat Embroidery Works. The Bell Embroidery Company, on Angelique street, is conducted by Harry Lehr and David Schneider. The Continental Embroidery Works, on Dodd street, is operated by Samuel Steil and Edward Feldman. The D. G. S. Embroidery Company is located on Highpoint avenue; Oscar Duerr is president and treasurer, and Charles Keel, secretary. On the same avenue is Fenkart & Sons, Inc., Ferdinand Fenkart is president, Eugene Fenkart, secretary; and Otto Fenkart, treasurer. The Fischer Sulser Embroidery Works is situated on Kerrigan avenue, the partnership consisting of Robert Fischer and Paul Sulser. The General Embroidery Works, located on Traphagen street, is incorporated; the officers are: Isidor Goldberg, president; Abraham F. Braggin, secretary; and Isaac Sirkin, treasurer. August Floriani, on Henry street, carries on business under the style name of the Grabli Automatic Embroidery Company. The Heller Embroidery Works, Inc., is located on Lake street. The officers of the corporation are Charles Heller, president; M. G. Schwartz, secretary and treasurer. The Hershberg Embroidery Company is situated on Shippen street, the proprietor is Abraham Hershberg. Highpoint Automatic Embroidery, on the avenue of the same name, is operated and owned by Ludwig Strobel and Alfred Steiger. The Hochberger Embroidery Company is located on Savoye street, the proprietors, Samuel S. Hochberger and Harry Harowitz. The International Embroidery Works and Interstate Embroidery Company, Modern Art Embroidery Works, National Embroidery Company, S. and G. Embroidery Company, St. Gaul Automatic Embroidery Works, T. and G. Automatic Embroidery Works, besides many others, are important factors in the production of embroidery and laces.

The other manufacturing interests of West Hoboken are of a diversified character. The Arrow Machine Company, producers of incandescent lamp machinery is located on the Hudson Boulevard, employment being given to about twenty souls; John Baach, a resident of North Bergen, is proprietor. The principal industry in artificial flowers is the Artesto Flower Company, located on Kerrigan avenue. Employment is given to about twenty-five hands. The officers of the company are: Frank Jaeger, president; and Charles H. Duehring, secretary. The manufacture of jewelry is carried on by Boyajian's Sons, on Summit avenue, the proprietors being Boghos Fourian and Thomas Obanesian. The Costikyan Carpet Corporation, as the title designates, is engaged on Hill street in the manufacture of carpets and rugs. Miran Costikyan is president; Ernest H. Bennett, vice-president; and Robert R. Livingston, treasurer. Fire escapes are manufactured by the Courtman Iron Works on Union street, furnishing employment to about fif-

teen wage earners. Forsthoff Weaving Company, Inc., manufactures ribbons and trimmings. The plant is located on Hudson avenue, employment being given to over a score of hands. C. Ernest Forsthoff is president and treasurer, and H. E. A. Forsthoff, secretary, both residents of Jersey City. Four brothers, Alex., Emil, Otto, and Irwin, under the copartnership name of Franke Brothers, manufacture broad silk on Syms street.

Among the knit goods manufacturers are: F. Kinkel & Son, infant wear; the Sterling Knitting Mills, the Hudson County Knitting Mills, besides others. Willow furniture is made on Paterson avenue by P. Giordano & Company. The president and treasurer of the company is Peter Gindano, the secretary, Dante Rivetti. The Ginoris Manufacturing Company is engaged in the production of artificial flowers. Felsenthal Brothers manufacture waists, and Morrie Litchman ladies' house dresses. George Mandel's Sons, consisting of Henry and Walter Mandel, employ in the neighborhood of fifty wage earners in producing braids, cords and trimmings. One of the most enterprising industries of West Hoboken is the Persian Rug Renovating Company, who employ from fifty to seventy-five hands in the renovating of rugs. The president and secretary of the company, Garated Michaelian, is a resident of White Plains, New York, the secretary, Karekin Michaelian resides in Jersey City. The Palisades Manufacturing Company, on Clinton avenue, William G. Lentz, proprietor, is engaged in the manufacture of candies and syrups. The Buddy Buds, Inc., and North Hudson Candy Company are also candy makers. The Perfect Bobbin Works and Solar Swiss Scallop Cutting Company, as their names indicate, are engaged in winding and scallop cutting. Doors, sashes, and blinds are manufactured by the Jacob Ringger and Company, on Highpoint avenue, corner of Kerri-gan avenue. Van Zile and Company, Inc., on Summit avenue, make washing and starching tablets.

The B. and R. Manufacturing Company and the Comfort Corset Company manufacture a line of corsets and brassières. The Universal Mercerizing and Dyeing Company, Inc., are cotton goods converters. Flags, banners and pennants are made by the Hudson Flag Company, located on Ann street. The Lincoln Cap Shop, on Dubois street, is operated by Abraham Friedlander. The Felton Disposal Cans, for ashes and garbage, are manufactured on Clinton avenue by the Felton Manufacturing Corporation. The officers are: Henry J. Dittes, president, and Richard Tannenbaum, secretary and treasurer. Church vestments are made by the Hartmann Manufacturing Company. Abramson & Kaplan Company, Inc., are engaged in the production of ladies' and misses' cloaks. The Daylight Lamp Works, Inc., of which Samuel A. Pollock is president, at their plant on Hudson avenue, produce a line of lamps. The most important industry in the line of machinery is the A. J. Meyer Manufacturing Company, on Hudson Boulevard. Adolph J. Meyer is president of the company, and Emily Fisher, secretary. There are also engaged in this line the Embroidery Machine Repairing Company, General Machine Works, John A. E. Henrichs and Keller Machine and Tool Company. Among the silk plants not mentioned above are: Tabeck Brothers, Bergen Silk Mills, Mallouk Wardi Company, and Frank Schmitt. The Preston Shirt Company, operated by Thomas S. and Alexander B. Watts, is on Hudson avenue. Ladies' skirts are made on the Mountain road by the Victory Manufacturing Company, and the Well-Made Skirt House. Cigars are manufactured in a small way by several concerns. One of the most important industries in the town before the days of prohibition was the Hudson County Consumers Brewing Company, employment being given to nearly

one hundred male employees. The company still conducts the brewery on Summit avenue; Carl H. Ruempler is president, William Van Twistern, vice-president, and Edward Bergmann secretary and treasurer.

CHAPTER VI.

FINANCIAL INSTITUTIONS.

The financial institutions of West Hoboken consist of one National bank, three trust companies, and three building and loan associations. The largest of these institutions is the Hudson Trust Company, corner of Bergenline avenue and Hackensack Plank Road, with a branch in Hoboken. This bank, the oldest in North Hudson, has been established and prospered for over thirty-two years, being incorporated in 1890. Its condition on December 30, 1922, was: Capital stock, \$1,000,000; surplus, \$1,000,000; undivided profits, \$473,646.54; deposits, \$27,548,204.61; total resources, \$30,119,070.04. Its total deposits in 1920 were \$23,884,601; in 1921, \$25,258,429; and in 1922, \$27,548,204.61. The officers are: John S. Mabon, president; James R. Ferens, vice-president and treasurer; J. H. P. Reilly, vice-president and secretary; John Stroh, Jr., and Dewitt McCroskery, assistant treasurers; Ed F. Briggs, Charles A. Sturm, and James E. Tierney, assistant secretaries.

The National Bank of North Hudson, the only financial institution operating under the National Banking Law, located at Summit avenue and Demott street, in its semi-annual statement on December 31, 1922, makes this showing: Capital stock, \$210,000; surplus \$210,000; undivided profits, \$101,749.44; deposits, \$4,963,991.47; total resources, \$6,006,390.77. A comparative statement of the bank's assets covering a period of about twelve years is as follows: December 31, 1910, \$319,729; December 31, 1914, \$919,087.47; December 31, 1918, \$2,322,918.91; December 31, 1922, \$6,006,390.77. The officers are: Archibald M. Henry, president; August Miller, Robert M. Souvay, Mathias Faistl, vice-presidents; Edward R. Westerburg, cashier; George J. Brower, assistant cashier.

Highland Trust Company of New Jersey, located at Summit avenue and Demott street, was organized in 1904. A specialty is made of foreign business, competent interpreters being employed in German, French, Italian, and other languages. At the close of business on December 30, 1922, its condition was as follows: Capital stock, \$300,000; surplus and profits, \$103,571.34; deposits, \$3,815,496.95; total resources, \$4,219,068.29. The bank allows two per cent interest on check accounts and four per cent interest on special accounts. Thomas McEwan is president; George J. McEwan, vice-president; Livingston Willse, secretary and treasurer; Thomas G. Henderson, assistant secretary and assistant treasurer.

The Commonwealth Trust Company, "The Community Bank," is a safe, conservative and reliable institution, conveniently and handsomely located in their own building on the corner of Highpoint and Bergenline avenues. The company is authorized to act as administrator, executor, trustee or guardian, and collect incomes. The bank is equipped with fire and burglar proof vaults, and interest is allowed on check and special accounts. The statement issued on December 30, 1922, showed the following condition: Capital stock, \$200,000; surplus, \$200,000; undivided profits, \$229,334.76; deposits, \$5,397,413.22; total resources, \$6,288,795.98. The officers are as follows: Gustav Dopsloff, president; William F. Burke and Joseph H. Rudiger, vice-presidents; Henry Kohlmeyer, treasurer; Thomas B. Usher, secretary; William A. Halsch, assistant secretary and treasurer. The bank

had deposits in 1920 of \$4,735,198, and in 1921 of \$5,473,332. The four banks above mentioned are among the most prosperous and progressive in Hudson county.

The thirty-second annual report of the Palisade Building and Loan Association, located on Clinton avenue, the year ending November 30, 1922, shows that the receipts were \$603,354.01, and the assets \$117,132.09. The thirty-third series opened in March, 1923. The officers and directors are: Gustav Dopslaf, president; A. Brodmerkel, vice-president; Forrest Brown, treasurer; John E. Davis, secretary; Frederick K. Hopkins, attorney. The twelfth annual report of the West Hoboken Building and Loan Association gives the receipts as \$179,535.22 and the assets \$253,427.50. The new shares issued amounted to 1,331. The officers and directors follow: George G. Raymond, president; William Weir, vice-president; Elliott J. Tomlinson, treasurer; Haig Simearian, secretary; Frederick K. Hopkins, attorney. The headquarters of the association are at 467 Bergenline avenue. Although in existence a little more than a year, the Highpoint Building and Loan Association has made rapid progress. The first annual report shows that the receipts for the year just closed, January, 1923, were \$18,686.48, and assets \$17,507.26. The third series opened in March, 1923. The shares are \$1 each, and the entrance fee fifty cents. The officers and directors of the association are: William Schlemm, president; P. W. Fleischer, vice-president; H. F. Albanesius, Jr., treasurer; John Maus, secretary; William F. Burke, attorney.

The Courtlandt Building and Loan Association was incorporated June 8, 1914. Meetings are held at 137 Summit avenue, on the first and third Mondays of each month. In accordance with their eighth annual statement, made July 13, 1922, there were 5,547 shares in force. The total assets were \$301,493.97. The officers are: George J. McEwan, president; Julius Belte and Emil Walter, vice-presidents; Dr. William F. Perpente, treasurer; William S. Davidson, secretary. Besides the three building and loan associations mention above, there are three others, making a total of six in the town.

CHAPTER VII.

EDUCATIONAL FACILITIES.

Owing to lack of school accommodation, some time prior to 1845. in what is now West Hoboken, the children were sent to Hoboken or New Durham schools for instruction. The first school convened during the year just mentioned in a small one-story building on the corner of Hoboken and Spring streets. A Mr. Kelly was the pedagogue in charge. Another school was shortly afterward established on Ann street. As was customary in most country schools at that period, the pupils were obliged to assist in sweeping and cleaning the school building, and, in the winter season, cutting and bringing wood for the stove to heat the class rooms.

When, in 1861, the township of West Hoboken was created, the school facilities were very few, there being only four small buildings of limited capacity. As the township by the Act of Incorporation was made a separate school district, it became necessary to elect a superintendent of schools, and the Rev. James C. Egbert became the first person to fill that position. He was followed two years later by the Rev. C. A. Buckbee, the number of scholars at that time being about two hundred. Mr. Buckbee was succeeded in 1864 by Thomas Kenyon. In 1866 the number of inhabitants had increased to over 3,000, and it became necessary to make provision for the ac-

commodation of the rapidly increasing school population. A site was decided upon and purchased, and No. 1 school was completed during the next year at an approximate cost of \$33,000.

The office of town school superintendent was abolished in 1868, and the schools of West Hoboken, in common with all the other public schools of Hudson county, came under the supervision of the county superintendent, who at that time was William L. Dickinson. Since then the school growth has been continuous, demanding from time to time increased accommodation for the great influx of children of school age. This demand has been met and a well-organized educational system developed, and in this connection the memory of Robert Waters will be long cherished. Robert Waters was an author and educator, born in Scotland in 1835. About 1868 he accepted an advantageous position in the Hoboken German Academy, in Hoboken, as teacher of languages, history and literature, which position he filled with eminent success for more than fifteen years. In 1883 Mr. Waters was made supervising principal of the West Hoboken public school system, which at that time consisted of one school with seven hundred pupils and seventeen teachers. During the following seventeen years of his incumbency the local system grew to four schools, 4,000 pupils and 75 teachers, and under his able and energetic management ranked among the very best in the State or in the country. The seventeen years that he devoted to these schools were marked by the introduction of those excellent methods which he had mastered in a wide and varied experience, and by a growing efficiency in every department of education. Mr. Waters died in 1910.

There are now eight public schools, ranging from kindergarten to high school, in West Hoboken, located as follows: Emerson High School, and Emerson Grammar School, Clinton avenue; No. 2, Central avenue; No. 3, Summit avenue; No. 4, at 815 Malone street; No. 5, Clinton avenue; No. 6, Lake street; No. 7, 167 Weehawken street. There are also two parochial schools.

The public schools are now under the supervision of Arthur O. Smith, superintendent, and he has a large number of pupils and teachers to look after. In December, 1922, Superintendent Smith reported a total of 6,934 pupils and 186 teachers in the eight schools. No. 2 School has the largest number of scholars, 1,022, and No. 7 School is a close second with 1,017, while the high school has the largest number of teachers, 36; This is a big growth in the local schools since the early days of West Hoboken. As the population of West Hoboken as shown by the last census, 1920, was 40,068, and the number of pupils attending the schools is now 6,934, that would seem to indicate that one-sixth of the population of the town is comprised of school children.

According to the statement furnished by Superintendent Smith, the teachers and pupils are apportioned among the various schools as follows:

<i>School.</i>	<i>No. of Teachers.</i>	<i>No. of Pupils.</i>
Emerson High School.....	36	676
Emerson Grammar School.....	11	480
School No. 2.....	23	1022
School No. 3.....	24	979
School No. 4.....	22	857
School No. 5.....	22	948
School No. 6.....	23	965
School No. 7.....	25	1017

The present Board of Education consists of five members.

Owing to the rapid increase in the school population, it became imperative within ten years to erect five large up-to-date schools to accommodate the pupils. The congestion in No. 1 School became so great that it was crowded far beyond its capacity. To relieve this condition an annex was opened. That answered the purpose for a while, but in a short time it was found necessary to open a second annex in February, 1894. Both the old school and the two annexes becoming overcrowded, the only alternative was for the Board of Education to build a new school, which was done in 1894, when School No. 2 was built on Central avenue and Syms street, at a cost of \$45,000. In a short time even this new school became overcrowded, and two years later, in 1896, No. 3 School was erected, and four years afterward, in 1900, No. 4 School was constructed. A few years later another school was erected, and during the past decade still another school was built.

An excellent library is connected with the schools, which is maintained principally by the scholars, who at various times give entertainments under the direction of their teachers, the proceeds of which are placed to the credit of the library fund, as are also the proceeds of the annual picnic and the commencement exercises. The library now contains about 4,000 volumes.

CHAPTER VIII.

CELEBRATIONS AND MEMORIALS.

During the first four days of June, 1911, the fiftieth anniversary celebration of the incorporation of the town of West Hoboken was held and it proved to be a grand and glorious demonstration. Senators, Congressmen, mayors and other distinguished citizens were present as specially invited guests and participated in the festivities. A fine souvenir program was issued as a memento of the occasion.

Addresses commemorative of the half century event were delivered by prominent speakers, in addition to which there was much music, besides varied attractions and a great parade. One feature was the presentation of a handsome flag to the fire company having the largest number of firemen in the parade. The parade consisted of decorated floats, business wagons, automobiles, etc., and the line of march was from the Hudson Boulevard and Syms street, to Transfer station, north on Summit avenue to High street, to Spring street to Hackensack Plank Road, to Clinton avenue, south on Clinton avenue to Paterson Plank Road, to Palisade avenue, north on Palisade avenue to Hackensack Plank Road, to Spring street, south on Spring street to Paterson Plank Road, where the parade disbanded. Preceding the parade there was a grand rally of citizens on the ground of the Suckley estate. Preparatory to the semi-centennial celebration, Charles A. Mohn, who was then mayor, under date of February 3, 1911, issued the following proclamation:

Sincerely rendering unto Almighty God, hearty thanks, that in His wisdom and goodness He hath bestowed upon this goodly heritage in "A City built upon a Hill," I, Charles A. Mohn, mayor of West Hoboken, do hereby remind our citizens that this year marks the fiftieth anniversary of the incorporation of this town.

Prior to the year 1861, the territory now known as West Hoboken was part of the old township of North Bergen, which once included all the present North Hudson municipalities. The community had changed by that time from one wholly of farms and farmers in 1835, to a growing town of small householders.

The old farms of the Van Winkles, Traphagens, DeMotts, Van Vorst, and other descendants of the Dutch settlers had passed through the hands of real estate operators like Browning, Gilbert, Syms, Hague and Savoy into the possession of homeseekers and builders.

The rapid increase in population made necessary a form of government more in keeping with the budding urban community and that section of North Bergen lying between Peterson Plankroad and Bergen Turnpike, Old Bergenwood Road (now Hudson Boulevard), and Hoboken and Weehawken, was by act of the Legislature of New Jersey passed February 28, 1861, incorporated into a separate municipality under the name of the Town of West Hoboken.

The site of the new town, on the top of the Palisades, overlooking the Hudson river and the metropolis of the New World, commanding as it does an unsurpassed view of city, river and harbor, so high and healthful and so specially attractive to home builders, was so well chosen that its growth in population and prosperity has been truly marvelous.

The small town of 1861 has grown to the proportions of a city with 35,000 inhabitants, thereby justifying to the full the foresight and judgment of those who in 1861 placed the new star of West Hoboken in the firmament of Hudson county municipalities.

Therefore it is most meet and fitting that the anniversary of the event, which opened an era of such splendid advance for our town, should be appropriately celebrated, in order that we may, under the spur of a glorious and inspiring past, dedicate ourselves and those who come after us to the noble cause of civic progress and righteousness.

I do, therefore, as mayor of the town, hereby call upon the men, women and children of West Hoboken to unite heartily in the semi-centennial of West Hoboken's incorporation, beginning June 1st, and continuing to June 4th, inclusive.

I recommend that these days be known as "Old Home Days" and especially invite for its observance all who ever called West Hoboken "home."

I also recommend that the authorities of the public, parochial and private schools of the town set apart one session of each school during said celebration, for commemorative exercises, all such exercises to be held at the same hour.

I further recommend that the Town Council appropriate the sum of \$2,000 or as much thereof as may be needed, toward defraying the expenses of such celebration.

I bespeak the cordial coöperation and liberal support of all our citizens and business men in this movement, which should make greatly for the citizenship, patriotism and progress of our town and all its people.

I cordially invite the citizens and officials of our neighboring municipalities of Hudson county and of the State of New Jersey to join with us in this celebration.

CHARLES A. MOHN, Mayor.

The various committees in charge of the anniversary celebration were made up in the following order: Executive Committee: Charles W. Randall, chairman; Louis A. Menagaux, treasurer; Frederick Vollmer, Jr., secretary; Rev. Father Andrew Kenny, C. P., chairman contribution committee; Rev. Edmund J. Cleveland, chairman historical committee; Elliott J. Cleveland, chairman educational committee; George J. McEwan, chairman invitation and reception committee; Robert R. Lampa, chairman public meetings committee; Charles A. Schindler, chairman parade and decorative committee; Paul B. Moos, chairman program and souvenir committee; Joseph A. Ambrose, chairman firemen's committee; Dr. A. J. Torrilhon, chairman music committee; Wallace D. Paterson, chairman industrial committee; Henry Rathjen, chairman press committee. Honorary Committee: Governor Woodrow Wilson; United States Senators Frank O. Briggs and James E. Martine; Congressmen, Hamill and Kinkead; Mayors, H. O. Wittpenn, of Jersey City, Gonzales, of Hoboken, William Rannenbergh, of Town of Union, Kugler of Weehawken, Dietz of North Bergen, Miller of West New York, W. J. Eypper of Guttenberg, Bremer of Secaucus, Benjamin F. Day; Rev. Ulysses S. Knox, First Baptist Church; former Mayor Emil Grauert of Weehawken, Charles S. Galbraith; William Gulden, president North Hudson Board of Trade; C. H. Jagels, president Hoboken Board of Trade; Bartholomew Fitzgerald, James Gillespie, A. H. Alexander, Thomas Hopkins, Fred A. Schwartz, Henry Burstyn, S. Moos, Richard J. Lynch, Mayor Charles A. Mohn; Councilmen, Charles Bolling, Percy A. Hopki, John Petermann, William C. Krommeyer, Charles Bernhammer, Paul Seglie.

The sub-committees were arranged as follows: Contributions Committee: John. R. Ferens, George Bargkamp, Gustav Dopsloff, Thomas McEwan, Paul

Seglie, Frederick A. Hopkins, Charles W. Randall, F. A. Schwartz, Dennis Dowd, Frank Thoman, Edward Gardner, Edward W. Bovers, A. W. Ruegg, Charles C. Coldrey, Otto Hutch, Paul Konert, Jacob Weber, Ferdinand Puy, Charles McGuirk. Historical Committee: Rev. Edmund J. Cleveland, chairman; J. R. Whaples, Thomas Hopkins, Charles Lehne, William A. Drescher, Jr., Elliott J. Tomlinson, Paul Konert, Rev. Andrew Kenny, C. P., Rev. Calvin W. Laufer, Rev. Edward Dawson, Henry Reiners, Henry T. Malcolmson, Grover E. Asmus. Educational Committee: Elliott J. Tomlinson, chairman; Edward W. Bovers, John G. Woltjen, George W. Yates, Ferdinand Puy, George W. Robbins, Marie C. Contessa, Carrie Reinhardt, Ida C. Holahan, Emil C. Habermann, Louise Haag, William C. Beemer, Frank H. Eckert, Maria L. Hillas, Sara M. Gilmore, George N. Venables, Katherine Zastayo. Invitation and Reception Committee: George J. McEwan, chairman; Mayor Charles A. Mohn, Charles W. Randall, Rev. Edward Dawson, John P. McMahon, Louis L. Schmitt, Rev. Bertrand Barry, Alexis Benoist, Councilman William C. Kronmeyer, Councilman Charles Bollinger, Councilman John Petermann, School Trustee Oscar F. Alces, Robert R. Lampa, John Middleton, Henry Cardani, Hon. James C. Agnew, Henry Prunaret. Public Meetings Committee: Robert R. Lampa, chairman; Frank H. Eckert, Charles W. Randall, Alexis Benoist, Thomas McEwan, Henry Jenkins, George W. Raven, Bartlett B. Page, Morris Eichmann, John Petermann, Rev. Father Andrew Kenny. Parade and Decorations Committee: Charles A. Schindler, chairman; A. Kinn, Bartlett B. Page, William Blume, J. Little, Eugene N. Helff, August Kleinke, Otto Stumpf, Charles Raub, Robert T. Paine, C. Harris, Joseph F. Hess, Henry Trost. Souvenir Program Committee: Paul B. Moos, chairman; Frederick A. Schwartz, Gustav Dopsloff, Edward Wesp, Franklin Adriance, Charles Gravatt, B. F. Ward, C. Lemonier, C. F. Lehne. Firemen's Committee: Chief Engineer John A. Ambrose, chairman; Assistant Chief Engineer John P. McMonagle, John Fitzgerald, Matthew Collard, Edward C. Vannier, William Mutz, George Robbiana, Orville L. Clark, Philip Gimbel, Christian H. Weston, John Stanton, Sr., George Dorrbecker, John H. Gribble, Oscar F. Alces. Music Committee: Dr. A. J. Torrilhon, chairman; Alfred Kinn, Siro Tagliabue, Oscar O. Lauckner, Joseph Smith, August Brems, Grover E. Asmus, Charles E. Bielitz, George Cox, Jacob Hirschfeld, F. B. Hinternhoff. Industrial Committee: Wallace D. Paterson, chairman; P. B. Moos, Charles McGuirk, L. A. Menegaux, C. F. Lehne, Forrest Brown, Adolph Zink. Press Committee: Harry Rathjen, chairman; George Lee, William A. Pairson, Dixie Anser, Robert H. McDonald, W. W. Baxter, Edgar Van Lukens, Hector McPherson, Thomas F. Martin, Nathaniel Phelan, Eugene Banks.

The Champe Memorial on the southeast corner of Malone street and the boulevard was erected to commemorate the heroic effort of Sergeant-Major Champe of Washington's army, who in 1780 passed along this road, then the Bergen Woods road, in his heroic effort to capture the traitor, Benedict Arnold, who was quartered in the British garrison at New York. A full history of this memorable event appears in another part of this work.

The Soldiers' Monument erected on the old site of Camp Yates, 1861-1864, on Palisade avenue, opposite Division street, West Hoboken, was erected in honor of the veterans of the War of the Union who enlisted from West Hoboken, and those veterans who are residents of West Hoboken. The monument in late years has been removed to another location.

CHAPTER IX.

ECCLESIASTICAL HISTORY.

Church organization in this part of Hudson county was first suggested about the year 1844. Religious services were held in various places, wherever suitable accommodations were available. In certain seasons recourse was had to the public school house, then situated on the west side of the Weaver-town road and to private residences. In 1848 about a score of persons united in this direction and in the latter part of 1850 the location of a church edifice received consideration. In that year a plan of a church building, the dimensions being 28x50 feet, was obtained from E. Waring. For the erection of the building and in aid of the church society that took up the matter of procuring a suitable site, many of the early villagers, as well as a large number of neighbors, cheerfully responded with earnest efforts and generous contributions and the work so long and earnestly wished for was finally accomplished. Among the foremost in this enterprise were the Messrs. Syms (father and three sons), the Messrs. Alcorn, R. W. Ryerson and Company, William Galbraith, and others. Generous contributions were received from the city by a number of friends, including Rev. Mr. Howe; the major portion, however, came through the endeavor of Rev. Charles Parker: From Spring street Church, New York, \$50; Thirteenth Street Church, New York, \$82; various other sources, \$1,277; total \$1,409.

In 1852 and thereabouts the Rev. Mr. Parker occupied the pulpit in the new church; likewise the Rev. William Bradford, as occasion required. The latter was an associate editor of the "New York Evangelist," and both these gentlemen were zealous in carrying out the efforts and plans inaugurated by the Rev. Mr. Howe. Among the contributors, Orison Blunt, John Brookes, C. Y. Clickener and Company; D. S. Gregory, and L. Van Buskerck, evinced a lively interest, as also by a second contribution, James G. King, R. M. Price and E. A. Stephens showed encouragement, assisted by Mrs. F. Browning, Miss Harper, Mrs. Lenox, Mrs. Nixon, Mrs. Quigley, Mrs. M. E. Serrell, Dr. Elder, Dr. Julian A. Beatty, Mr. Chamberlain, Mr. Clark, C. Beatty, A. Becker, A. N. Brown, E. K. Bussing, R. Button, Denning Duer, William Elvin, John Everson, L. Freeland, Mr. Newkirk, Mr. Rosman, Alex. Galbraith, C. G. Hook, J. C. Hoxey, T. G. Hodgkins, A. LaGrave, R. McDowell, E. McDowell, W. R. Painter, A. Purdy, Mr. McLoughlin, Mr. Taylor, A. Randall, J. T. Scott, Philip Scott, J. J. Serrell, J. Sylveria, William Sinclair, John Tonnelle, G. Vreeland, Dudley Wheeler, Mr. VanVorst, and Mr. Van Winkle. These subscriptions from each party were in sums of less than thirty dollars, given to the agent of the Ecclesiastical Society as that organization reported from time to time. John Syms had given \$243.11; Rev. Mr. Howe had received from Mercer Street Church \$138.05; his own subscription of thirty-four dollars, and the total of the other subscriptions including those collected by the Rev. C. Parker made an aggregate of a little in excess of \$2,700, valuing the lots donated by Mr. Syms at one hundred dollars each.

Presbyterian—As brilliant an author as the English language presents has said "Ignorance is the curse of God." Local zeal here led from ignorance into other directions. The Governor of New Jersey in his message of January, 1853, remarked: "There seems to be a disposition in the popular mind to sustain all proper methods by which knowledge may be universally diffused." This section had its proportion of people holding similar sentiments, and of such were the contributors here named. Colporteurs, sanguine in the cause of sacred truth, evinced a vigilant care in distributing the Scriptures.

At that period the Hudson County Bible Society evinced much assiduity. Allison, the noted historian, was then saying, "Where the Christian religion had spread, the people had replenished and subjected the earth in proportion; the discoveries of the compass, of printing were contemporary with the Reformation as if the shackles of superstition were to be shaken from us before we were allowed to people the Western Hemisphere." The result of these subscriptions was the building of a Presbyterian church on the south side of Hague street, corner of Clinton avenue. The basement was devoted to a library and other purposes pertaining to a literary organization; the congregation got the facilities for an additional building for their devotional meetings, and this was erected by Daniel Lake. This accommodation provided by Mr. Lake was made available until 1866, when the church assumed entire possession of the premises. A manual, containing thirty-eight pages, narrates the chronological events connected with this church enterprise. Rev. James C. Egbert, who began his pastorate of the church on June 13, 1855, officiated as pastor for a period of forty years, resigning his pastorate on June 13, 1897. At first the congregation was loath to accept his resignation, but after mature deliberation, the fact dawned upon them that their beloved and honored pastor was gaining in years, and that the increased work, which the fast growing church entailed upon him, was proving too much for him, and they very reluctantly accepted his resignation, making him pastor emeritus of the church, and to further show their appreciation of his long and faithful service, generously settled upon him an annuity of eight hundred dollars per annum.

Rev. James C. Egbert, D. D., who had the distinction of being the oldest pastor, both as to point of service and as to age, of any church in North Hudson county, was born in New York City on October 17, 1826, and there received his education, attending the public schools and afterwards becoming a teacher in one of them. He continued his studies, afterwards taught in the private school of Prof. John Jason, of New York, and in 1848, having received a thorough preparatory training, entered New York University. He was graduated with honors in 1852, receiving the degree of Bachelor of Arts, and on March 4, 1889, the University conferred upon him the honorary degree of Doctor of Divinity in recognition of his eminence as a minister and of his learning and standing as a scholar.

He was twice moderator of the Presbytery of Jersey City, a member of the Associate Alumni Club of the Union Theological Seminary, and was known throughout the State and in other Presbyteries as a man of broad culture, of great learning, and of fine intellectual attainments. Mr. Egbert, while serving as pastor of this church, married 389 couples and ministered at 1,000 funerals. After the resignation of Dr. Egbert, the pastorate of this church was under the Rev. Charles A. Evans, a graduate of Princeton, class of 1844. About 1907, the Rev. Calvin W. Laufer assumed the pastorate. Under him the present imposing church was built on Palisade avenue. Dr. Egbert died in 1910. His son, James C. Egbert, Jr., is now professor in Columbia College.

Rev. George M. Runner is the present pastor of the First Presbyterian Church. The church has a regularly organized choir which renders vocal selections at both services on Sundays. First Armenian Presbyterian Church is located on Clinton avenue corner Oak street, the present pastor the Rev. Meanas Saladian.

Episcopal—Preparatory to establishing a church of the Episcopal denomination, services were held in a room in McRea's factory. On June 8, 1846,

seven citizens met at the home of James Delancy Walton and initiated the movement leading to an organization. On the 19th of the same month a vestry was chosen: J. D. Walton and H. G. McRea wardens. In 1847 William Sinclair donated two lots, corner of Warren street and Clinton avenue. Richard Upjohn laid the foundation of the church building, and Bishop Doane officiated at the cornerstone laying on June 29, 1848. The church was dedicated October 2, 1849, Rev. John Reynolds then being rector. Among the early rectors of St. John's Episcopal Church were Rev. E. F. Edwards, Rev. E. P. Wright, 1856; Rev. Orlando Harriman, father of Edward Harriman, the great railroad financier, 1859; Rev. Stephen H. Battin, 1884. The parish gradually grew, keeping pace with the growth of the town until it completely outgrew the accommodation of its old building and it became absolutely necessary to build a more suitable place of worship. The present handsome stone building on Palisade avenue is one of the most complete buildings of its kind in the town. It has a seating capacity of five hundred people and the hall below the church will accommodate about as many more. Several flourishing organizations and a large Sunday school are connected with the church. Rev. David B. Matthews assumed charge of the church as rector in 1900 and remained until 1907, when the Rev. George D. Halley became rector. He remained only six months, when the Rev. E. J. Cleveland took charge. In 1910 a comfortable and well-equipped rectory was built south of the church and the mortgage debt cleared. The structure was consecrated October 8, 1911, the tenth anniversary of the laying of the cornerstone.

On Sunday morning, January 7, 1923, Bishop William P. Stearly, of the Episcopal diocese of Newark, officiated at the laying of the cornerstone of the new parish house of St. John's Episcopal Church at Palisade avenue and Charles street, assisted by the rector, Rev. Allen Greene, and the members of the vestry. Looking backward there comes to mind the date as above mentioned, June 29, 1848, when Bishop Doane laid the cornerstone of the church at Warren street and Clinton avenue and brought into actual being the church of St. John. After many years of trial and effort, calling forth all the courage possessed by those early pioneers, a new date, marking a big forward movement was reached October 6, 1901, when the cornerstone of the present church at Palisade avenue and Charles street was laid. This was the second milestone of progress. The church was now making such forward strides that it soon became apparent that a rectory was needed in order that the rector should have suitable quarters in which to live and direct the manifold duties of the fast growing parish. This was accomplished in 1909 and thus the third milestone was achieved. For many years the lack of an adequate building hampered the works of the church, and necessity brought well thought-out plans to fruition for the erection of a parish house, where the many societies, including new ones added by the present rector, who quickly sensed the needs of the younger generation for expression, could meet and plan the activities of the church. This wish was realized and the dream brought to pass in the erection of the new building during 1923. The committee in charge of the cornerstone laying on January 7, 1923, consisted of: Rev. Allen Greene, rector; A. H. Strickland, F. Brown, C. Penn, and W. H. Sillery, chairman. The present rector is the Rev. Edmund J. Cleveland.

Baptist—Following the Rev. C. A. Buckbee as pastor of the First Baptist Church were the following ministers in the order named: Rev. M. James, Rev. Mr. Leghorn, Rev. Mr. McGonegal, Rev. Mr. Gilts, Rev. Frank Osborn, Rev. Mr. Nelson, Rev. Frank Fletcher, and Rev. R. Rollins.

Previous to the installation of the first regular pastor, the church had ministers from the Bible Society, Nassau street, New York City, and services were held at five o'clock p. m. every Sunday. The organization of the church took place, through the kindness of the Presbyterians, in the basement of their church. Rev. Isaac Wescott, of New York, preached the sermon and Rev. Mr. Patton, of Hoboken, gave the charge. Mr. John Syms and wife, the organizers, were the first received in the church by baptism. A large stage was hired from the stage line, was packed full, inside and out, and journeyed down to the house of Mr. Sym's daughter in Bayonne, New Jersey, where they were baptized in the waters of Newark Bay. In the church's early history Mr. Thomas Keynton played the melodeon, and Mr. and Mrs. John Syms led the choir. The present stone church at Clinton avenue and Ser-rall street was erected in 1868, and was built from contributions, among the largest contributors being the Syms family. The chapel adjoining was built and donated also by Mr. Syms at a cost of nearly \$20,000.

Rev. W. S. Simpson assumed the pastorate in 1911. The present pastor is Rev. Charles K. Newell. A large Sunday school is connected with the church. In 1848 the First Baptist Church was organized at a meeting held in the school house, then standing at the corner of Clinton and Paterson avenues. The congregation afterward assembled in the old silk factory on Hague street, which had already served as refuge for both the Presbyterian and Episcopal churches during their infancy, remaining here until a building was erected at the corner of DeMott street and Clinton avenue. Rev. C. A. Buckby was the pastor in 1856. In 1867 this building was occupied by a German organization of the Baptist persuasion, removing from there on the completion of a new building located on Cortland street. This German church was incorporated February 15, 1869. The earliest pastor was Rev. C. F. Blumenberg. The present pastor is Rev. Frederick A. Lecht.

Reformed—The First Reformed Church of West Hoboken was an offshoot from "The Grove Church of New Durham." It was established and sustained as a mission of the mother church, and the religious work was under the charge of the different pastors of that church for about thirty years. During this time the services were confined to Sunday school exercises and evening meetings. A two-story edifice with belfry was erected in 1868 on south side of Bergen Turnpike, east of Bergenline avenue. Land was conveyed as a donation from E. A. Stevens and the church building erected by the liberality of James Brown. The building was styled the Plankroad Chapel. Rev. W. H. Scudder was the pastor in 1884. In 1895 a stated pastor took charge of the mission and in 1902 the present church was organized as an independent church under its corporate name. Rev. W. R. Ackert was called by the Grove Church consistory in 1895 to take charge of the chapel. Owing to the marked growth of the chapel's congregation, this action was made necessary. Under Mr. Ackert's ministry the chapel work was characterized by signal and growing success. For a number of years an evening service and a Sunday school were the only services held. During the new pastorate all of the present active auxiliaries were organized and efficiently conducted. Between May, 1895, and April, 1901, about one hundred and thirty members were received into the communion of the church at the chapel. Rev. W. R. Ackert on June 1, 1901, resigned from the pastorate of the church to accept a call from the Collegiate Reformed Church of New York City, to take charge of the Vermilye Chapel, and on June 1, 1901, the Rev. Edward Dawson, of the class of 1901 of the New Brunswick Theological Seminary,

was called to succeed him. On April 8, 1902, the church, as at present established, was organized. After due application to the Classis of Bergen, the chapel, on the above date, was organized as an independent church with a membership of two hundred and three, to be known as the First Reformed Church of West Hoboken. During the pastorate of Rev. Mr. Dawson in the year 1911 the following gentlemen constituted the consistory of the church: Elders: Michael McCroskery, Henry C. Steinhoff, Alfred DeBevoise, Herman C. Steinhoff. Deacons: Henry, Walter Clum, Thomas Davidson; Louis A. Boehler.

The following auxiliary organizations are now maintained by the church: Two Sunday schools, with an average attendance of about six hundred scholars; Ladies' Aid Society, Christian Endeavor Society, Junior Endeavor Society, Brotherhood of Andrew and Philip, and a Boys' Brotherhood. The present location of the church is on the corner of Palisade avenue and Maple street; the pastor is Rev. Benjamin Jay Bush.

Catholic—A Catholic priest located in Hoboken in 1849; he was accustomed to celebrate mass for the Catholic residents of the North Hudson towns. The meetings were held in a frame building situated on the Kerrigan homestead, until 1851, when St. Mary's was erected on Clinton avenue, now High street. In 1860 a mission was established under the auspices of the Passionist Fathers, which developed into St. Michael's Monastery Parish. The cornerstone of the monastery was laid August 19, 1863, and the building was dedicated September 25, 1864. This building has since been enlarged and beautified, until it is now the finest specimen of church architecture in the State.

The building used as a church in 1849, as above referred to, and which was in reality the first Catholic church in this vicinity, was the coach house of James Kerrigan. The coach house was utilized as a place of worship until the year 1857. Early in that year work was commenced on a frame church called Our Lady of Mercy, more familiarly known as St. Mary's, on the corner of Clinton avenue and what was then known as Kerrigan's lane, now High street. The land, half an acre in extent was donated by Mr. Kerrigan. The parish was then in New York, the Diocese of Newark not having been formed until October, 1853, and in the latter part of the year 1851, Archbishop Hughes, of New York, dedicated the church. On the front of this old church, as old timers will recall, was a framed inscription as follows:

MATER MISERICORDAE.

Mother of Grace, O, Mary hear
Mother of Mercy, lend thine ear,
From raging foes our souls defend,
And take us when our life shall end.

For ten years this church was presided over by faithful Father Cauvin, and on Sunday, September 29, 1860, Fathers Gaudentius and Anthony, of the Passionist Order, opened a mission in St. Mary's Church. It was not successful and soon after, the Rt. Rev. James Roosevelt Bailey, the first bishop of the Diocese of Newark, invited the Passionists to establish themselves in his diocese. The Fathers accepted his invitation and selected West Hoboken, then but a sparsely settled hamlet, as their headquarters, and on April 27, 1861, they formally took charge of St. Mary's Church, with Very Rev. Father John Domenic Taolatini as pastor. Father Cauvin turned the keys of the church over to the new pastor and bade the people of St. Mary's farewell. He then retired to Hoboken to build a church in that city. In the same year twenty acres of land, known as "Kerrigan's Wood," were purchased

as a site on which to erect a monastery. At that time the site was not considered a very healthy one, owing to the swampiness of the land. But the history of the Monks repeated itself, for no finer spot could now be found in North Hudson than the land surrounding the monastery.

The new Mission of the Passionists being established, Very Rev. Father Victor Carunchio was appointed Superior. The small house at the rear of St. Mary's being found wholly inadequate, was moved back, and a very comfortable frame building was erected in its place. Such was the nucleus from which sprang St. Michael's Monastery parish. Work was soon commenced on the new monastery, a building of blue stone, 101 feet long by 36 feet in width. The cornerstone was laid on August 9, 1863, and three sermons were preached on this occasion: one by Dr. McGlynn, in English; Father Cauvin, in French; and Father Stanislaus in German. In the latter year St. Mary's School was built on a plot of ground opposite St. Mary's Church, also the gift of Mr. Kerrigan. On September 25, 1864, the monastery was solemnly dedicated and on the same day the Passionists bade farewell to St. Mary's, just three years and five months after their advent in West Hoboken. A wing, sixty-five feet in length by fifty feet in width was added to the monastery in October, 1864, and on December 30 of the same year the beautiful chapel erected in the new wing spoken of, was dedicated by the Rt. Rev. Bernard J. McQuaid, then elect and Bishop of Rochester, New York.

On June 29, 1867, Blessed Paul of the Cross, the founder of the Passionist Order, was canonized by Pope Pius IX. For this occasion a frame building one hundred and fifty feet long and sixty feet wide was erected, where now stands the magnificent stone structure, St. Michael's Monastery Church. The number who attended the services was legion. There were present bishops and clergy from all parts of the States. This temporary building was torn down, and in November, 1867, the first huge stone was rolled in place for the new church and actual building on the church was commenced in April, 1869. The cornerstone was laid on Sunday, July 18, 1869, in the presence of the largest multitude that ever assembled in Hudson county for a similar purpose and on July 22, 1870, St. Mary's Church amid the lamentations of the old parishioners was closed forever to divine services.

The superb Church of St. Michael the Archangel was dedicated amid all the pomp and splendor possible on July 4, 1875, at which time the Very Rev. John Philip Baudinelli was rector. The dimensions of this magnificent church are as follows: Extreme length, one hundred and ninety-five feet; width of nave, seventy feet; width of transept, one hundred and four feet; height of main aisle, seventy-five feet; height to top of dome, one hundred and ninety feet; diameter of dome, fifty feet; circumference of dome, one hundred and forty feet. The style is Basilican, being more on the Corinthian than Roman order. The architect was P. C. Keeley; chief stone mason and builder, James Day; carpenter, George Bove and Albert Durheim. The bells in the southeast tower are each named after a saint, as follows: St. Michael, 3,040 pounds; St. Paul of the Cross, 1,500 pounds; and St. Joseph, 900 pounds. They were blessed by Monsignor, now Archbishop, Seton, D. D. The cost of this church at the time of building was \$200,000, but since that time about \$100,000 has been spent on it for improvements and decorations.

From time to time the following churches have been established by the Passionists: St. Joseph's, Guttenberg, June 28, 1866; Holy Family, Union Hill, November 13, 1867; St. Paul of the Cross, Hudson City, October 16, 1870; Church of Sacred Heart, Shadyside, 1874; St. Anthony, West Hoboken, August 16, 1899.

The old St. Mary's Church, after it ceased to be a place of worship was used as a school exhibition hall. It was finally removed to make room for the new St. Michael's School, which latter building was dedicated November 8, 1896. This is a very handsome brick structure, consisting of three stories and basement. The parish of St. Michael's is in charge at the present day of Rev. Casemer Taylor assisted by the Rev. Alban Callage and Rev. Justman Tobin.

Through the efforts of the Rev. J. N. Grief, of the Holy Family Church in Union Hill, St. Joseph's German Roman Catholic parish was established. The cornerstone of what is now St. Joseph's School was laid by Bishop Wigger, of Newark, on July 31, 1887, and upon its completion was used for church and school purposes combined. The parish made such a rapid growth that after a period of twelve years it became necessary to build a larger church, and steps were immediately taken to accomplish that end. The cornerstone of the present handsome church was laid in the fall of 1898, and the edifice was completed and dedicated in July, 1899. The financial statement of the year 1922 shows St. Joseph's Church to be in a better financial condition than at any time in its history. The receipts during the year were \$5,000 more than in any previous year. While there still remains a debt of \$58,000 on the parish building, during the year 1922 there was expended \$25,000 on the exterior and interior of the church, and it is now one of the most beautiful edifices in the State. The debt remaining on the church at the year 1923 had been reduced \$10,000.

Plans were drawn early in 1923 for the addition of another story on the present modern fire-proof school. This addition will add six class rooms. As three hundred children attend the school, this additional space will provide room for more pupils and will afford an opportunity to establish higher grades, so that boys and girls attending the school can be properly educated and prepared to enter preparatory schools. This addition will mean that it will be necessary to have more sisters to teach the pupils and a new convent to house them will have to be erected. Preparations for this building will also be started during 1924. Besides these improvements a number of others are being contemplated during the present year.

Rev. Father Conrad Eiben, C. P., has been in charge of St. Joseph's Church during the past eleven years and has been ably assisted during that period by Rev. Father Bernard Hartmann, C. P. Their unselfish devotion and tireless, zealous efforts in behalf of the spiritual welfare of the parishioners have endeared them to the members of their flock, and their able and efficient management of the financial affairs have proven so successful that as soon as they suggest any improvement the parishioners get behind their efforts and they are soon brought to a successful conclusion.

On account of the rapid increase of the Italian population of West Hoboken the Passionist Fathers of St. Michael's Monastery (whose church they attended) decided to organize them in a separate parish, and in May, 1899, the cornerstone of St. Anthony's Church, on Morris street, was laid with appropriate ceremonies, and on August 16, 1899, the church was dedicated. Rev. Father Andrew Kenney, C. P., was the minister in charge of the church in 1911. The present rector is the Rev. Reginald Frigerio.

Lutheran—St. Matthew's Lutheran Church originally belonged to the Town of Union, having been organized in 1884, and the location of its first house of worship was on Jefferson street and New York avenue. In the year

1889 the present edifice was erected at corner of Highpoint and Clinton avenues and the congregation became one of the most prosperous churches in West Hoboken. Rev. E. Bohm was the first pastor, and he served until 1890, when the Rev. H. Heintz succeeded to the pastorate and continued until 1894. The third pastor, Rev. A. Gursehke, was then installed. The congregation at the present time is in charge of the Rev. George Steinert.

Methodist—The German Methodist Episcopal Church was organized as a mission in the fall of 1886 by the Rev. Charles Reuss, at that time the pastor of the German Methodist Episcopal Church of Hoboken, and a few persons who met in the home of Mr. G. Barfus. The meetings were conducted here until the spring of 1887, when the Rev. A. C. Gabelein was appointed as pastor. Shortly after his installation the congregation was granted the privilege of meeting in the old Methodist church building on Spring street, opposite Walnut street. Soon afterward this old building was sold and the congregation was obliged to secure new quarters. They leased a store on Spring street, where they remained until January, 1891, when they moved into their present cozy church building at Clinton avenue and Oak street. Rev. H. Meyer was appointed pastor in 1892 and he served until 1893, when he was succeeded by the Rev. I. Pieringe.

From this time on the church continued to grow considerably until in the year 1894, when it was organized into an independent church under the corporate name of the German Methodist Episcopal Church of West Hoboken. The same year the parsonage in the rear of the church was given by Mrs. Mary Schneider. Rev. D. H. Pape was appointed pastor in 1896, and under his able stewardship the building was enlarged to its present size by elevating it and building a Sunday school room underneath. The Rev. Mr. Pape continued as pastor until the year 1899, when the Rev. E. W. Peglow took charge. The present pastor is the Rev. Henry H. Heck.

Palisade Avenue United Presbyterian Church was started in the year 1894 as a mission, being fostered by the Rev. Arney B. Biddle, D. D., of Jersey City, assisted by the New York Presbytery. Among those who helped in its organization were the families of David Thom and Robert Clemens, which families still continue in loyal connection with the church. This congregation had as its first meeting place on the upper floor of the Reporter building on Clinton avenue. After holding services there for a time, a store was leased on Spring street near Malone street. In May, 1896, the civil organization of the congregation was effected when its charter was obtained and the ecclesiastical organization was accomplished January 9, 1898, by the election to the office of ruling elders of Messrs. J. N. Demarest, Alex. Brown, Henry McIlvray, and James Mehaffey.

The congregation in 1897 moved into its present church edifice, corner of Passaic avenue and Oak street, and up to 1911 the church had two ministers, the first one being the Rev. A. K. Duff, and the second the Rev. R. H. Acheson.

Miscellaneous—Besides those already mentioned, church organizations in West Hoboken are: The Church of the St. Jacobs on Clinton avenue is an Apostolic congregation, mostly Assyrians. On the same avenue is the Holy Cross Church of the same denomination. The First Church of Christ, on Smith street, is where the members of the Christian Science denomination worship. On Clinton avenue the Hebrew Congregations, Beth Jacob, and Temple of Israel hold their meetings. The First Spiritualist Church of Divine Compassion is on Lake street; T. L. Block and A. M. Kopt are the mediums.

At the Spiritualist Church on Clinton avenue, Mrs. Anna Whittle is the presiding medium. Spiritualist Church of Christ's Teachings also on Lake street, is in charge of Caroline Ratsch, medium. The Gospel Meeting House is located on Bergenline avenue.

CHAPTER X.

FRATERNAL AND BENEVOLENT INSTITUTIONS.

The Masonic fraternity of West Hoboken bears the name Doric Lodge, No. 86, "warranted at the January communication, A. L. 5868." The earliest Worshipful Master was Richard Graham; Senior Warden, William Fearis; Junior Warden, Jonah Fulcher. This lodge held its meetings for some time in the Baptist Church building, east side of Clinton avenue. When making an impressive announcement regarding the views held by their organization, Doric Lodge said, in the brochure containing its by-laws: "Each individual is free to choose the creed most in accordance with his own sense of right and justice." By fostering the benevolent principles of the human mind through unity of action these are brought, they believe, into more active and useful exercise. "Free masonry has existed from time immemorial, and has received the sanction of the wisest and best of men in all ages." The regulations shown by this lodge are made evident throughout the several sections of the by-laws which were adopted in April, 1863, Independent of the chaplain, the marshal, the organist, and several other efficient assistants, the lodge has seven elective officers, whose duties are specifically defined in the by-laws. At the present time there are in all fifteen fraternal organizations here, the most numerous being Masons, Odd Fellows, Junior Order United American Mechanics, Catholic Benevolent Legion, Foresters, Royal Arcanum, Knights of Columbus, and Modern Woodmen of America. The St. John's Men's Club is a church organization.

Among the social organizations of West Hoboken, one of the most popular and fastest growing is the West Hoboken Tennis Club, which was organized in 1922, and on its first anniversary was reported to have doubled in membership in the twelve months. The officers are: Charles Kron, president; Marguerite Aimone, vice-president; Loyola Quinlan, secretary; Edward Schepis, financial secretary; Thomas Schepis, treasurer; and Mrs. Ruefer, honorary president.

Other progressive organizations of the town are: The West Hoboken Turners, noted for their many jolly social events; Court Carroll, No. 58, Catholic Daughters of America; Malta Chapter, No. 154 O. E. S., Auxiliary to General Shaler Post, Army and Navy War Veterans. Then there are the Ladies' Aid Society of the First Reformed Church, and the Ladies' Aid Society of the First Presbyterian Church, both of which frequently indulge in social functions and entertainments.

Doric Fellowcraft Club, which meets in Doric Temple, Palisade avenue, West Hoboken, elected the following officers for 1923: George Hauenstein, president; Charles A. Houck, vice-president; George W. Brower, secretary; Andrew Schmidt, treasurer. The board of governors comprise the following: W. Gullikson, chairman; Fred Sweetman, secretary; Walter McK. Hillas, James Watson, William Messmer, Jr., Martin Dietz, and George Hauenstein. General Hancock Council, Junior Order United American Mechanics, is a large and growing organization of West Hoboken, quite frequently gaining new members.

The Hillside Boat Club of West Hoboken, organized some forty years

ago, was a flourishing institution for a number of years. Its officers consisted of a president, vice-president, captain, first and second lieutenant, secretary, treasurer, and a board of seven trustees. The club had a dozen boats, while its boat house was at the Elysian Fields. The constitution and by-laws of the club were issued in 1883, and among other provisions designated the insignia to be worn by the several officers and what should be the uniform.

The Keim Boosters, which was organized during the political campaign in the fall of 1922, to further the interest of Councilman Conrad Keim, passed out of existence in the latter part of February, 1923, and there was formed in its place the Second Ward Democratic Club of West Hoboken, with these officers: John J. Wade, president; Mrs. Margaret Sullivan, vice-president; Thomas Nolan, recording secretary; Miss Genevieve Duff, financial secretary; William J. Tighe, treasurer; Harry Tyndell, sergeant-at-arms.

The Bee Bee Boys, which club has been in existence more than two ears, is composed of North Hudson ex-service men. The president of the club is Harry Bopp; secretary, Walter Lenz; and treasurer, Edward Dultgen.

Harry J. Eckhardt Auxiliary, No. 282, Veterans of Foreign Wars, has its headquarters in the hall at Syms and West streets.

The Girls' Friendly Society of St. John's Protestant Episcopal Church has the following officers for the year 1923: Eloise Wilson, chairman; Helen Reuse, vice-chairman; Amelia Schneider, treasurer; Pauline Beringer, secretary; Emily Pentland, chairman of membership committee; Hazel Kuncken, chairman of program committee.

Court North Hudson, Foresters of America, has been in existence a number of years, and has a large membership. It is planned to raise the sum of \$100,000 through shares purchased by the individual members for the purpose of building a home of its own in the near future. The Lions' Club, Summit Avenue Business Men's Association, Interallied Club, and Malta Lodge, Free and Accepted Masons, are important factors in business, social, and fraternal life of the town.

CHAPTER XI.

TOWNSHIP OF NORTH BERGEN—ORGANIZATION.

North Bergen Township was set off February 10, 1843, from the township of Bergen, thus making two townships to cover the area before embraced by Bergen Township. This was just about three years after the formation of Hudson county, which, with the later change, consisted of Jersey City, Van Vorst, Harrison, Bergen, and North Bergen townships. This township in April, 1843, organized with all the territory lying north of the Mill creek and the New Jersey railroad, and chose for its representatives in the county Board of Freeholders, Edwin R. Wright and John Tonnele, Jr. Local interests and an increasing population brought about further subdivisions, and the territory so covered by North Bergen was parceled out as years passed by, in making up a number of other municipalities. This fact is evidenced in the setting off of Hoboken on March 1, 1849; town of Hudson, March 4, 1852; Weehawken (in part), March 15, 1859; Guttenberg (partially), March 9, 1859; West Hoboken, February 28, 1861; Union township, February 28, 1861.

As above mentioned, the former area of the township of North Bergen has from time to time been materially reduced by the formation of other municipalities out of its territory, until the section now remaining is a narrow

strip, comprised mostly of meadow land, with high fertile soil along its eastern boundary. It is bounded by the Hackensack river and Secaucus borough on the west, the Hudson Boulevard on the east, Jersey City, and at the northerly end, Guttenberg on the south, and the Bergen county line on the north. It has within its limits the villages of New Durham and Homestead, the former one of the oldest settlements in the township, and in the early days provided the only educational and religious privileges for the surrounding neighborhood. It has exceptional facilities for communication with the outside world, being connected with three railroads, also trolley lines at Homestead. The soil of the upland of the township is well adapted for farming or gardening, and many skilled in the latter pursuit have located here. Floral industry is carried on to a considerable extent, the western slope being particularly adapted for soil culture. There is also a large clay deposit in the township, inviting brick and pottery development.

General Lafayette, the Nation's guest, on his route to Newark received a tremendous ovation at the "Five Corners." A handsome walking cane mounted with gold and suitably inscribed, was presented to the French hero. Rev. John Cornelison's address on this occasion concluded with these words:

As a tribute of esteem and veneration, permit me, sir, to ask the favor of your acceptance of this small token of respect, taken from an apple tree* under which you once dined, and which once afforded you a shelter from the piercing rays of noonday; and, although it possesses no healing virtue, may it still be a support. And may you, sir, after ending a life of usefulness and piety, be admitted into the regions of everlasting joy and felicity.

A vast concourse of people assembled to welcome the hero, and to testify their regard for one whose example inspired no small degree of courage and patriotism during the struggle for liberty and independence. Upon the General's arrival at Jersey City he was presented to Governor Williamson. This demonstration took place on September 23, 1824.

What was designated in earlier days the Poor House Farm had ceased to be an institution necessary in a populated section showing three incorporated cities. Broader regulations must be made tending to a more complicated condition. Therefore, in November, 1845, some consideration was given to the question of the future condition and requirements. Next in order came estimates based upon the purchase and improvement of the property at Secaucus. That property consisted of two hundred and seventy-five acres, of which seventy-five acres were in a state of cultivation, besides meadow and woodland sufficient for all practical purposes, and an inexhaustible quarry of stone well adapted to yield the Russ and Belgian pavement. The quarry lies at least one hundred feet above the level of the river and directly on its bank. The committee delegated in the year 1855 to consider the subject of purchase were: Gillian Van Houten, of Hudson City; John Sturges, Jr., of North Bergen; Charles W. Fisher, of Hoboken; Mindert Van Horne, of Bergen; Cornelius Shepherd, of Harrison; and John H. Platt, of Hudson City.

Among other things, the committee found the poor house and farm at Secaucus to be owned in this manner: North Bergen, two-sixteenths; Hudson City, two-sixteenths; Hoboken City, four-sixteenths; Bergen, eight-sixteenths. Eventually the recommendation to purchase the farm went into operation, commissioners from these four municipalities gaining, by a legislative enactment, the necessary powers in 1861, and the sale was consum-

*"This tree shaded the hero and his friend, Washington, in 1779; presented by the Corporation of Bergen in 1824." The tree was near Hartman Van Wagenen's house, still standing on Academy street just west of Bergen square, and the heroes had dined there during one of their visits to Bergen.

mated in February, 1862, the county acquiring the property in the manner, as some years before, it had purchased the plot where the court house stands.

In a note relating to Lot No. 18, in Winfield's "Land Titles" is found the following:

Lot No. 18 forms a part of the present Macpelah Cemetery, and was a part of the "Frenchman's Garden." Concerning this garden I have met with the following poetic and somewhat sonorous accounts.

In a wild and romantic situation on Bergen Creek, nearly opposite the city of New York, thirty acres of land were purchased for a garden and fruitery by the unfortunate Louis XVI, who as proprietor became a naturalized citizen by act of the Legislature.—Warden's "History of the United States," ii, 53. This statement of Warden seems to have been based on a notice relating to this garden in the "New Jersey Journal," June 27, 1787, in which it is said: "Part of this space is at present inclosed with a stone wall, and a universal collection of exotic, as well as domestic plants, trees, and flowers has already begun to be introduced to this elegant spot, which in time must rival if not excel the most celebrated gardens of Europe. The situation is naturally wild and romantic, between two considerable rivers, in view of the main ocean, the city of New York, the heights of Staten Island, and a vast extent of distant mountains on the western side of the landscape." As "tall oaks from little acorns grow," so these exaggerated statements had their origin in the following simple fact. On March 3, 1786, Andre Michaux, in his petition to the Legislature of this State, set forth that the King of France had commissioned him as the botanist to travel through the United States, that he had power to import from France any tree, plant, or vegetable, that might be wanting in this country, that he wished to establish near Bergen a botanical garden of about thirty acres, to experiment in agriculture and gardening, and which he intended to stock with French and American plants, as also plants from all over the world. The Legislature granted this petition, and permitted him, *as an alien*, to hold not exceeding two hundred acres of land in this State.

"He came to this country fortified with a flattering letter of introduction, dated at Vienna, September 3, 1785, from the Marquis de Lafayette to Washington."—"Correspondence of the American Revolution," iv, 116. He was attached to the *Jarden des Plants* in Paris. He brought with him the gardener, Paul Saunier, who took the title to the ground bought for the garden. The place was stocked with many plants and trees, among which was the Lombardy poplar. From this garden this once celebrated tree was spread abroad through the country, and pronounced an exotic of priceless value.—"Old New York," 23.

The above garden lot was part of the common land of Secaucus Patent, not partitioned with the other common lands of the township of Bergen, but surveyed and divided under a "Supplementary Act" in 1785. The commissioners were Abraham Clark, Azariah Dunham, Silas Condit, John Carle, and Daniel Marsh. In the field book containing the survey and allotment of these lands page six, the commissioners say: "We then caused an actual survey to be taken of the commons, after which we proceeded to consider the claim put in by the agent of the Forfeited Estates for the county of Bergen to all the common lands allotted to the Patent of Secaucus as formerly claimed and forfeited to the State by William Bayard; the same William Bayard having claimed the same as heir-at-law to Nicholas Bayard, one of the original patentees of Secaucus, and survivor to Nicholas Varlet, the other patentee." These patentees having sold to Edward Earle, and the latter to Judge Pinhorne and others, the claim of the agent of the county was not sustained. Bayard, however, was a Loyalist during the Revolution, and left the country.

In this immediate vicinity another industry arose in the early days, being labor in a different department, that of tanning. One certain proprietor launched the business in or about the year 1789, and carried it on successfully until somewhere about 1817. The tannery was located a rod or two north of the Three Pigeons, on the east side of the Bergen Turnpike, as that thoroughfare now runs between Hackensack and Hoboken, and traversed by the Public Service Corporation trolley line, known as the Bergen Pike Line. The tannery building was of wood, and some of its timbers could still be seen as late as the year 1855. The dwelling of Cornelius Doremus, the promoter

of this business, was still standing some years ago, it being an old-fashioned stone mansion, situated on the west side of the Bergen Turnpike. Mr. Doremus had a general store, hay scales, a farm well tilled, and was a man of enterprise and of sturdy principle. The land, coming into his possession by purchase, continued mainly with his heirs at a later period. Mr. Doremus was not lacking in zeal nor public spirit, of which he gave evidence in the donation of two building lots for the purpose of erecting thereon a lecture and school room. Subsequent evolutions of doctrine overtaking Mr. Doremus, together with others making use of the property, caused considerable controversy. The questions involved were intricate and got into the courts. The fact ultimately reached, however, was that on separating themselves from the Classis of Bergen, on January 29, 1824, those acting with the favorers of that withdrawal or dissolution ceased an allegiance where this property was vested. Mr. Doremus and those representing him stood in this category. He and the adherents to the new cause aligned themselves with a new fold, but did not take any of the real property with them. "The law," it was remarked by Daniel Webster on May 10, 1847, in one of his brilliant speeches, "is an instrument and means of instruction to the mass of the people, manufacturers, merchants, and farmers; acting as litigants, jurors, witnesses or spectators, they find it a useful school." Mr. Doremus, no doubt, found some edification in the law. The old veteran tanner had one son and four daughters. Two daughters married, and two remained single. As years passed, the dwelling house was tenanted by James MacFarlane, Jacob Willse, Ferris Scott, and others.

North Bergen Township's topographical aspects are various, mingling plain and meadow, hill and dale, rock and sand. Large sections of the area attain extensive cultivation, being well calculated to produce excellent crops with but the ordinary amount of labor. Few domains of the same extent show such a diversity of surface. At North New Durham, southeast of the site of the former toll gate which was abandoned during the past decade, was a sand pit that yielded superior building sand in great quantities. To the north and south the soil was susceptible of an easy and high degree of cultivation when farming was more in vogue in these parts than at the present day. A rod or two west of the sand pit is a meadow spread out and having the darkest colored mould. After ascending the slope towards the east a rocky ridge is discerned. The scenery had very fascinating attractions; few prospects could equal it, and the grand view has frequently been extolled. Few admirers of a variegated view could be otherwise than delighted with the outlook enjoyed at this point. Agricultural enterprises were by no means isolated in this township some thirty years ago and earlier. Mention is made of J. F. Finley, who bought the Van Gieson property about the year 1830. This is in Secaucus. It is said that Finley subsequently sold to another party, who afterward disposed of it to Dr. Glover, the latter in turn selling to Mr. Huber. Mr. Finley was a gold beater, and made efforts to operate the latter business here also, employing a couple of journeymen, besides a number of apprentices. Success, however, was not uniform with Finley, his method of farming encountering many mishaps. Succumbing to the California gold fever, Finley migrated to the Golden Gate. An interesting chapter, instructive to the reader, would emanate from Secaucus. Its tillers of the soil were numerous and enterprising from a very early period, and the results of their endeavors have been more successful than in Finley's case. The De Motte farm, at the southern extremity of the township's bounds, has its early history, like that of Van Vorst, north of that farm. Recollections

of the late Judge Sturges' homestead is held by many. William Scott's cozy garden, where the late Samuel S. Day and his son, William T., located some time about the year 1865, awakens remembrances. Mr. Scott is said to have been the earliest market gardener who planted the Lima bean in this section. Matters agricultural made progress under the guidance of Joseph Danielson, his brothers, James and William, and his brother-in-law, Evert Greenleaf, and Jesse Van Gelden. Enoch Smith and John Williams conducted a profitable business on their garden plots. Many others were equally as skillful in cultivating good crops. An exhibit made by one market gardener of the results of his labors—exclusive of receipts from sales of milk and fruits—during the year 1866, shows: From sale of beans and peas, \$643; of potatoes, \$140; of garden produce \$2,920; of pork, \$85; of hay \$109; of sand \$900; total \$4,797.

Not many farms embracing their hundreds of acres showed more remunerative results than here; the fields of enterprise where the foregoing figures were worked out covered less than forty acres. In the spring of 1856 Andrew Beck began operations in this vicinity as a farm hand. By strict attention to business he became another exemplar of the fact that any pursuit pushed with energy and conducted with tact wins success for the individual. Beck resided almost opposite the site of the Paul Saunier house. Mr. Beck confined his activities to the cultivation of market vegetables. For a few years he canned tomatoes grown on his grounds, but later abandoned that. Considerable care was also given to his celery crop, an edible he was the first to cultivate to any extent in this neighborhood.

The florists were located mainly along the Bergenwood road, this vocation making itself conspicuous for its permanent thrift and its enterprise. Near the Schuetzen Park were some three and a half acres of land owned by Henry Kuhl, a florist, established there about 1850. Like his neighbors in the same line of business, Mr. Kuhl was heard to say: "We grow roses, violets, and pinks, and whatever sells in our line at the city stores where purchases are made of us." To the florist department, which numbered ten greenhouses, Kuhl added other lines of enterprise, and he had of his own rearing grape vines, fruit and ornamental trees. Much attention was given at certain periods to orchards both at Bull's Ferry and at Secaucus. Traces of the early planting of fruit trees are scattered all over North Bergen. The old apple tree is a familiar expression in this township. The old folks sedulously guarded themselves against any future apple famine. The cultivation of flowers on a large scale is one of the important industries at Homestead, and more florists are wanted.

Considerable trade was carried on in blue-bent cooper's flag and cat tails at an early period. The blue-bent, like the other commodities named, is a production of the meadow land which skirts the Hackensack river and the neighboring creeks. The flag gathered from the meadow, after drying in the sun, was used for chair mats, it being a material for making the rush-bottomed chairs. In the early times blue-bent was utilized for thatching barns and barracks, and in later years served to make mats to cover the sashes of vegetable gardens and florists. The cat-tail industry received the attention of a large number of the early settlers. That, as well as the wood business, gave employment to many residents here to a considerable extent during the fall and winter season. Traffic in Christmas greens also extended here somewhat during the holiday period. The Cooper's flag was generally cut on the meadow in the months of August and September, and the cat-tails were stripped during the cold weather. Great activity in this line of work was displayed by some of the inhabitants. The late John L.

Earle, when a young man, it is said, performed the wonderful feat of stripping eight hundred pounds of cat-tails in a single day, a feat very few persons attempted, much less accomplished. New York City furnished a ready market for the sale of the bulk of these meadow merchantables.

CHAPTER XII.

SPORTS AND PASTIMES.

Deer Hunting—This sport has become almost unknown in some parts of New Jersey at the present time. In the early days the fleet-footed deer roamed the fields and woods in great numbers, this vicinity being a choice stamping ground for the deer, seeking shelter beneath the tall oak trees and spreading elms along the Bergen Turnpike and in the Bergen woods, where the fur-bearing animal revelled amidst the sylvan retreats of centuries past. One at all acquainted with such scenes can readily conjecture the exhibitions presented here. The fine ear of the American deer is known to detect, even at a great distance, the snapping of the smallest twig or any noise foreign to the natural sounds of the forest. Imagine a young quadruped startled by some sudden alarm in the woodland. Instantly there was a snapping of twigs and the rustling of his feet in the laurels, for he has the swiftness of the wind. It is easy to contemplate these beautiful animals in every variety of posture, whether in repose or in swift action. Some are at the brink of the river or water pool supplying themselves with nature's choicest beverage; others stand serenely like sentinels or loiter slowly, snatching a tuft of grass here and there by the way. This is an animal that has frequently been the solid game of our North Bergen sportsmen, graphic accounts of the hunt being often narrated in the region. The venison feast of itself arises from expeditions to localities to which such sterling denizens of the wooded dell retreated as habitations of our race multiplied. Not so many years ago a number of native inhabitants then living within the limits of the township could realistically portray the deer hunt by a reference to incidents taken from their own experience.

The reports of shooting irons were frequent along the Hackensack river. In that locality game was found in great abundance at certain seasons of the year. James H. Earle was a well-known authority on matters relating to that region, hunting being his hobby. He was a resident of New Durham, and held many trophies of his skill as a marksman. J. Frazier Kinzie also led his fancy in leisure hours, to some extent, in these directions, and has preserved a number of mementoes of his expertness as a gunner. Conrad Rapp was also considered a mighty hunter, his skill and quickness gaining him many good bags of game. But now there is a wonderful change in conditions, the deer has become almost extinct, and is protected by a closed season, the deer-hunting season being restricted to about three days in November, in the northern part of the State.

The Beacon Course—Sportsmen from far and near gave much attention to turf matters at the Beacon Course races periodically run in this locality. The race course was upon lands purchased of John J. Newkirk, by Hiram S. Gilbert and Cyrus S. Browning. Great gatherings were congregated when the famous steeds were scheduled to show their speed on the local tracks. The course was finely situated, and eminent points in swift movements got notched at this course during the time it was in vigorous operation. A memorable record was made here by "Dutchman" on August 1, 1839. A vast

assemblage witnessed this wonderful spectacle, and Hiram Woodruff, years afterward, declared that it "was not by any means all that 'Dutchman' could have done that day." He rode the animal and he believed the people who saw "Dutchman's" exploit shared the same opinion. "Dutchman" made three miles in 7:32½. A running horse accompanied the trotter, the race being against time.

On July 12, 1843, an achievement won by "Lady Suffolk" on the Beacon track was the subject of considerable notice. She outdid two competitors on the course, and made one mile under the saddle in "the then unheard, even undreamed of time, 2:26½." Against this mare were pitted "Beppo" and "Oneida Chief." Following this grand race a city chronicler said: "There were Lady Suffolk neckties, Lady Suffolk boots, and Lady Suffolk bonnets. Everything and everybody smart and fast were compared to my Lady Suffolk." "Lady Suffolk's" wonderful performance continued unsurpassed for a period of nine years. "Tacony" then eclipsed "Lady Suffolk's" record time by that half second, and in four year "Flora Temple" flashed along the turf, taking "Tacony's" chaplet by trotting a mile in 2:24½. Of course these were mere preludes to what the country has since exhibited, on many tracks on recent occasions, a mile being clipped off in less than two minutes. "Seneca Chief" and "Billy" showed their speed as pacers at the Beacon track on July 14, 1841; "Dutchess," "Cayuga Chief," and "Pleasure Boy" displayed their speed on September 19, 1842; "Sir William," "Ajax," and "Jersey Blue" on October 8, 1844; "Lady Tompkins" and "Amina," on October 17, same year. "Moscow" and "Reality" on October 6, 1854, had a one-mile heat. In a hurdle race on November 5, 1854, C. S. Browning was thrown from his horse and killed. The track fell into disrepute and ceased to be much frequented, became less and less popular, and got no credits for either speed or endurance during the later months of its career. The Grand Inquest of Hudson county took cognizance of it as a public institution, deemed it objectionable, made a presentment to the court of their findings, and the course gradually ceased to gain patronage, and went down and out.

Associations—There flourished here for a number of years the Bergen Woods Young Men's Association, which about the year 1856 merged with the North Bergen Lyceum. Many of the residents showed an interest in promoting this organization, and a considerable number exercised their talents in contributing to its entertainments. It is remembered that frequently there were animated debates on various topics. Lectures were occasionally produced by its members, or announced to the public through its agency. Its object was the promotion of a useful knowledge by mutual instruction. Among the debates held was one on the subject, "Would a race horse be of benefit to the county?" John I. Earle and Henry Allen took the affirmative side, and Jacob Northam and Thomas Gardner the negative. This lyceum had been instituted to do service. Its opening exercises were held February 6, 1856, and consisted of able addresses by Revs. W. V. V. Mabon, Leopold Mohn, Joseph Perry, and Hon. Washington B. Williams.

The more festive associations were also attractive, prominent among which was one styled "Old Tops." For a number of years an organization under this title continued in operation. The gilded top, wound up at the opening of the proceedings, was suspended from a center piece in the ceiling. It continued spinning until the wee small hours of the morning, the social assembly meanwhile joining the top in all those gyrations the poetry of motion is accused of suggesting. Washington's birthday, February 22d, was the usual time for a festive celebration. The anniversary festivities in

1856 took form and were held at the "Three Pigeons," the gathering there having a joyous festival. The custodian of the top was the veteran and genial Cornelius Day, who retained it as an heirloom during his lifetime, suggestive of a pleasant lang syne. Mr. Day was born December 19, 1812. Mr. Day and a shopmate, Henry Banta, were noted for many years as early risers. Banta was thirty-five years doing business at one establishment, and is said never to have been late. Neither of them was ever known to "run for office."

One of the "Old Tops'" celebrations was attended by a genial citizen, a local justice of the peace, holding his commission to dispense justice in one of the municipalities of the county. His conversation quickly proved him to be a cosmopolitan in sentiment and amply supplied with reminiscences of the past. His graphic accounts of early sleighing scenes seemed to bring the sleighing party at once before his auditors. Accounts narrated by him made the roads leading through this township popular highways in the sleighing season. Here, especially the patrons of the winter's carnival, were wont to assemble, the Three Pigeons having been a trysting place for these excursionists for a period now "time out of mind." He had met jovial parties here about 1840.

Militia Training—Some of the older residents, when in a reminiscent mood, were pleased to revert to the training days of the long ago. In June of each year an annual parade was held, when the militia in their regimentals, won great renown by going through the evolutions of the drill in the open field. A recourse was had to grounds belonging to Abraham Saunier, near the railroad station. Here the gallant officers proclaimed summer-day commands, and the rank and file took even steps, being armed and equipped as the law then directed. This spectacle gained considerable notice, the populace from near and far assembling in large numbers to witness the glittering display. Everybody admires the precise movements seen in the military march, and where the manœuvres are made for the purpose of instruction, they are undoubtedly useful. Old residents have mentioned military encampments within this township at various periods. One such encampment that provoked much comment throughout the community occurred about 1855, near the "Three Pigeons." The military carnival stretched over a period of four days, commencing on Wednesday and closing the following Saturday. On that eventful occasion the fine pasture-fields about the broad Doremus manor, east side of the Bergen Turnpike, were dotted with white canvas tents. Martial music greeted the ears of the spectators now and then, and the whole array had attractions both for the ear and eye. Great enthusiasm was manifested at the showy gathering, as is usually the case at all military encampments. The commanding officers inspected and reviewed the forces in and out of drill. According to all accounts the affair became real jolly. Garry Day, the genial host of the "Three Pigeons," impressed four aids into his service, so needful was it for him to have assistance in meeting the lively run upon his thirst quenchery. It was sangaree here and julep there, otard in one direction, and milk punch in another. His efficient assistants doing justice to the thirsty crowd were Enoch Greenleaf, Egbert Post, Peter Vincent and William Young. Years afterward the great encampment near the old "Three Pigeons" gained a sprightly remark from those who were there, as well as all who heard of its graphic scenes.

Customs and Habits—In the early days the young people during the winter season indulged in and enjoyed candle-making, for, as a rule, lard lamps and tallow dips were used for illuminating purposes. But sometimes clam

shells were filled with melted lard in which a piece of cotton cloth was inserted, and the oil being then allowed to harden, the shell lamps were laid aside for future use. When needed, the wick was lighted, and the heat from its flame kept sufficient of the surrounding lard melted to ensure a continuous feeding, thus furnishing a somewhat dim and flickering light.

The tallow dips, requiring no special expense, were in very general use, and were made as follows: Cotton wicks were cut in the required lengths, and hung in the middle over a rounded stick, which was sufficiently long to accommodate twelve or fifteen of them. When a number of these had been prepared, they were in turn plunged into a vessel of melted tallow and when encrusted with grease, were withdrawn and placed upon a frame to cool and harden. This process was repeated frequently, and as the candles grew larger with each dipping, they soon became the required size, when they were hung in the garrets for use as needed.

After the emancipation of the slaves, so greatly attached had they become to their masters, that many of them absolutely refused to accept their freedom in the sense of self-dependence, always regarding themselves as part and parcel of the old home, from which they did not want to leave. Some of them, addicted to the roving, careless life that seems to have been transmitted to them from far-off ancestors, roamed with their descendants through the woods and swamps in the vicinity searching for huckleberries, blackberries, or the "snapping" turtle, which under proper preparation, was considered a choice and dainty dish, rivalling in toothsome ness the terrapin of the South; while others devoted their activities to the catching of frost fish or "killies" that at certain seasons swarmed in the Hackensack river and the neighboring marshes. The fields abounded with mushrooms, and were hunted for during the early morning hours by others of the black folk, and the appearance of the "Rovers" with a full supply at the "back kitchen" door was hailed with delight. Others again engaged in business pursuits. The sonorous and melodious voice of "Old Yon" as he cried "fresh buttermilk," carried in the same churn from which the butter had been taken, was familiar to all, while "Lame Tomachy," with his solitary ox, warranted sound and kind in double or single harness, was an unique figure in the early days. "Old Betty's" chickens and eggs possessed a peculiarly appetizing flavor, and her culinary accomplishments were especially appreciated by the younger generation when carried by their wanderings beyond the dinner hour of the home.

During the fall months a favorite custom of the boys was to congregate on Saturdays in "The Cedars," where, with the combined plunder gathered throughout the week, in the shape of eggs, coffee, or whatever material in the culinary line that could be secured, they would imitate the feasts indulged in by Marion and his men. Sometimes the rations thus collected being inadequate, surreptitious visits were made to the neighboring fields and products confiscated. Tubers were so artistically separated from the sweet potato vines by burrowing under the side hills, that the sparseness of the crop at harvest time suggested to the owner the wisdom of discontinuing their cultivation. After these feasts, the cooking utensils were again secreted in their accustomed hiding places, and then hunting for hornets' nests was sometimes indulged in. When a nest was discovered, the boys' experience taught them to institute an elaborate and carefully considered plan of attack. At a given signal the plan was carried out; at the first jostling of the nest, out poured the enraged bees in swarms and away scampered the marauders in every direction in their endeavors to escape from the wrath to come.

CHAPTER XIII.

LOCAL GOVERNMENT.

Formerly a township committeeman was chosen from each of the five school districts, the election occurring in April of each year, when a township clerk, collector, assessor and other local officers were chosen to serve for a specified term. Spring elections, however, were abolished some years ago, since which time local officers in the different municipalities throughout the State are chosen at the general election in November, when Assemblymen are elected. Meetings of the committee were formerly held at the Town Hall the first Saturday in each month, and oftener when necessary. Among the duties devolving upon a committee were: 1. To make out annual tax warrant. 2. To frame and enforce ordinances. 3. To name commissioners on special improvements. 4. To fill vacancies in local offices. 5. To locate pounds and appoint their keepers. 6. To grant licenses upon application of inn-keepers. 7. To audit reports of overseers of the poor. 8. To choose a treasurer and collector of arrears. 9. To fix amount of bonds to be given by local officers. 10. To supervise record of township accounts. 11. To estimate prospective outlays on roads. 12. To specify and audit yearly reports. 13. To order payments for and supervise road repairs, etc. 14. To confirm special assessments. 15. To report redemption collections for the year.

The township's earlier records are somewhat crude—that is, whatever may be obtained of them, as many are among the missing. The records regarded in many instances valueless by the early officials, went at random. No attempt was made to maintain order or system in the local register. Public business took its annual round of the township at a certain season of the year, having nothing but caprice to fix the locality for transaction, or, while the township was more extended in area, popular convenience was a prime factor to be reckoned with; for instance, North Bergen's collector in the year 1859 received taxes, December 10, at P. Schelpf's place, Guttenberg; December 12, at J. Reinhart's, Union Hill; December 14, at Van Vorst's, West Hoboken; December 15, at B. S. Earle's, New Durham. Subsequent to the division of the township, in 1861, a similar course of procedure was followed. The commissioners of appeals on November 28, 1865, sat at the North Bergen Hotel, east side of Paterson Plank Road. The commissioners of appeal, however, long since went out of existence, and now all matters of appeal in cases of taxation are regulated by the County Board of Taxation, from whose decision an appeal can be taken to the State Board of Taxation. On December 5, the collector sat at the Bull's Ferry Hotel, on December 10th at Sigler's New Durham Hotel, and on December 16th at C. McCollum's Hotel. The elections were held at one and then another hotel year after year, as determined by the majority of ballots at the annual town meeting. Much rivalry existed between the various hotel keepers for the choice of the polling places. Now the polling places are recommended by the municipal clerk, subject to approval by the County Board of Elections, the election district being limited to six hundred registered voters, and when more than that number of votes is cast at any election the law requires that there shall be a division of the district.

By an act of the Legislature approved April 3, 1873, authority was granted to the municipal corporation to purchase a suitable public hall, which was accordingly done, the selection being central on the east side of the Bergen Turnpike, and close to the dividing line between south and North New Dur-

ham, and there the public business was transacted, ample accommodations being provided to meet the requirements of the township.

At the close of the accounts in the year 1875 the resources were shown to be \$42,192, and the disbursements \$31,133, leaving a balance of \$11,059. The Township Committee that year consisted of: James McFarland, chairman; Andrew Beck; Henry Smith, until December 20, 1873; Gebhard Brane, until April 4, 1874. In 1875 A. H. Ryder was appointed by the Township Committee to compile the various acts relating to North Bergen, which was completed on August 24, 1874.

An audit by the Township Committee of the annual statement on April 1, 1883, showed the receipts to be \$30,359; expenditures, \$4,290; balance on hand, \$26,068. That year the Township Committee comprised Abraham Dwyer, chairman, from District No. 4; Patrick Bracken, District No. 1; John Weigand, District No. 2; John Sullivan, District No. 3; Albert Woringer, District No. 5. Edward Lennon filled the position for District No. 1 by appointment in lieu of Bracken. In recent years, as provided by law, the custom has been to elect township committeemen by the township at large, some townships having a committee of five members, and others only three members. In April, 1884, the published report of the township committee showed proceeds from declarations of sale assigned, \$4,938; from tax sales, \$1,600. The cash balance from all sources, \$10,174. Under current expenses the receipts are \$3,741, expenditures, \$3,330, leaving a balance of \$411.

The fire department, instituted May 15, 1865, was a volunteer organization. Meeting at the house of George Bruce, Jr., a hook and ladder company was organized with these charter members: John J. Ackerman, Henry Ackerson, Peter E. Ackerson, Seba Bogert, Andrew Beck, Jr., George Bruce, Jr., Jacob Day, William T. Day, William Day, T. D. Eckerson, James Danielson, P. E. Everson, C. McCollum, Enoch Greenleaf, M. McCroskery, J. B. McCroskery, James McFarlane, Egbert Post, Robert Randall, A. H. Ryder, G. H. Saunier, John Seeley, Andrew J. Sigler, William Wilmington.

An act was adopted by sections at a meeting held on January 15, 1866, and submitted for action by the State Legislature, entitled "An Act to incorporate Excelsior Hook and Ladder Company, No. 1, of New Durham, Hudson County," the same being reported at a meeting held April 2 to have received the Governor's signature. Lot, truck house and apparatus were at the fire company's service the following June, at which time the membership had increased by the following: Henry L. Buswell, A. J. Charles, C. Downer, William T. Hoyt, G. D. Lozier, Harvey Wilkins, George Von Glahn, John B. Williams, Mitchel S. Williams. The truck house was located a short distance from the Town Hall, and the truck kept in the best of trim for service. The organization had its sombre and pleasant reminiscences. At the loss of a member, suitable and impressive action was taken, and in more than one instance the organization displayed a benevolence not ordinarily attributed to similar institutions. Picnics held by the fire company became famous and were long remembered. A picnic was held by the fire laddies at Rock Cellar Park in July, 1866. The third annual picnic of the truck company was held at the same popular resort on August 13, 1868. A picnic was held by the company on September 9, 1873, at Schaetzen Park. The company celebrated Washington's birthday by having their sixteenth annual oyster supper and hop on February 22, 1881, at William Walbaum's Hotel, New Durham.

In the matter of fire protection in this day and generation the township is provided with chemical engines, an abundant supply of hose, and high pres-

sure street hydrants, while water is carried in mains to all parts of the town. The Homestead section has a volunteer department.

The police department has a chief and a number of patrolmen, the headquarters being on the boulevard, but the chief of police has his office in the Town Hall, where the town clerk, tax collector and treasurer are also located. Mayor Charles J. Morris is the present head of the local government of North Bergen, his induction into the office on January 1, 1923, being signalized by the presentation of a chair and gavel from the members of the Charles J. Morris Association and the Ladies' Auxiliary. Mayor Morris succeeded Mayor Harry Barber. The six township committeemen are John C. Daly, John L. Miller, John J. Murphy, William C. Otte, Howard W. Seeley, Henry Wolff.

All of the standing committees of the year comprise the six township committeemen. The chairman of the various committees are as follows: Roads, Murphy; fire, Miller; printing, Otte; buildings, Wolff; license, Daly; finance, Miller; police, Wolff; light, Seeley. Other township officials are: Tax collector, Henry Andes; township clerk, Edward A. Ryan; recorder, Alfred M. Miles, poormaster, Henry Zuelch; auditor, Harry F. Shinn; assistant town clerk, Peter McCosker; police chief, Leonard Marcy.

Owing to the large increase in the voting population it became necessary early in 1923 to divide some of the election districts in which more than six hundred votes had been polled at the last preceding general election. The division was made by the County Board of Elections, as required by law for counties of the first class.

Prior to 1923 the Township Committee also served as a Board of Health, but since then there has been a separate Board of Health, of which Edwin Knust is clerk, and August Beoerich inspector.

For 1923 the Township Committee fixed the total amount of the budget at \$551,656.47, an increase over the year 1922 of \$97,059. Among the road improvements planned by the committee is that of the old Bull's Ferry road, from Anderson avenue to Hudson boulevard, seventy-five per cent. of the cost to be paid by the State.

Although North Bergen township has lost considerable of its original territory at various times, which was taken to form other municipalities, nevertheless the township has been steadily and rapidly gaining in population. In 1890 the inhabitants within its borders numbered 5,715. During the next ten years the number had increased to 9,215, as shown by the census of 1900. But a still better showing was made by the census count of 1910, when the population had jumped to 15,662, a gain of 6,449 in the ten years. In 1915 the population had passed the twenty thousand mark, with 679 for good measure. A still higher notch was reached by the last census, that of 1920, the total footing up 23,344.

When its territory was cut off for the formation of other municipalities, North Bergen lost extensive and valuable water front, and was left inland, and by losing territory, the township, as a matter of course, lost population. In 1850 there were 3,578 inhabitants in North Bergen, but the census of 1855 showed a decrease of half a dozen, the count being 3,571. A big jump was made in the next five years, sending the total up to 6,335 in 1860. Then followed a decline, and in 1865 the population had dropped to 2,891, which was low water mark. After that the township made gains, and in 1870 the inhabitants numbered 3,032, and ten years later—that is, in 1880—the count showed 4,268.

New Durham and Homestead—It cannot definitely be determined when the community and limited area of territory holding for many years the name of New Durham earliest took that name. What impressive incident or happening suggested the name is a profound mystery. The English name of Durham, with the prefix "New," might be accepted as the source, there being nothing else at hand to explain the enigma. An ingenious origin mentioned by one of the inhabitants is to this effect: That in days far back, old-fashioned singing schools were popular here and all the rage, and that New Durham was a favorite tune. So likely a suggestion as this comes very rarely to mind, and carries with it plausibility. Through a transfer of sound, the cuckoo gives names to a bird. In a similar way the katydid derives its designation, and the name under consideration grew out of the tune holding an intimate relation to the place. Such was the opinion of the postmaster here some years ago as to the derivation of the name New Durham—the name of a tune once rehearsed at a singing school here being applied to the place. Be that as it may, New Durham has grown to some importance since its singing-school days and now is the business center of a number of industries of some magnitude and gives employment to a large number of persons.

A post office was established at New Durham on February 6, 1845, about two years after the organization of North Bergen Township, and Henry Ackerson was appointed postmaster. During Ackerson's incumbency the post office was located on the west side of the Bergen Turnpike, opposite the "Three Pigeons." Afterwards, about the year 1863, the office was removed to another location, and Thomas D. Eckerson was appointed the postmaster. Some time later a post office was established at Homestead, but was discontinued.

Homestead for the past few years has had mail delivery from West Hoboken. Although Homestead is without a post office, it is to have road improvement, the contract having been awarded in November, 1922, for the reconstruction of the Paterson Plank Road between the Hudson Boulevard and the Homestead railroad depot to the E. J. Flaherty Contracting Company, of Jersey City, the contract price being \$265,000.

North Bergen in the Civil War—North Bergen figured largely in the World War, 1917-1919, as well as in the Civil War, 1861-1863. At the outbreak of the rebellion a war circular, worded in the following language, was promulgated by a delegation deputized to take action on the subject:

Inhabitants of North Bergen: The war committee of the township is deputed to say a few words to you upon the present crisis in the country's affairs. But a brief time ago our town had no organization for operations in this work; in doing our part with other townships special committees have been directed to call upon you for contributions, and you are earnestly invited to deliberate upon "ways and means" at a public meeting to be held at the old school house in New Durham, on October 15th, at 7½ o'clock P. M. Fellow Citizens, a formidable Rebellion is in the land; the institutions under which we have so pleasantly prospered are in peril. A just constitution is in jeopardy. The ship of State is menaced by a mutinous crew. Our President, with those in authority, should at no time seek succor or aid in vain; loyalty to the Union must stay the hand of treason, and put down an unreasonable effort to usurp the authority of the Government. Traitors have taken our forts and other public property, closed the ear to the voice of patriotic duty, quelled the spirit of fealty to the Federal authority and set up a polity of their own, arraying themselves in a defiant and hostile attitude toward the general Government.

In efforts to retake the public property, so stealthily seized, you observe the most rancorous and rigorous resistance, in endeavors to put the laws in force, the Union authorities receive rebellious and belligerent buffets; calls to these recreant and ruthless sons of the Republic to return to their allegiance are unheeded. The mild influences of the moral law avail not. The sound reasonings of the good old "common law" restrains no rebel. The stern force of mili-

tary rule can be alone effectual against treason. "An appeal to arms and the God of hosts" has been all that was left us. Those whom we once delighted to honor and were pleased to call us "brethren" are now our foes.. A sufficient force to make the laws respected is required. Demands upon patriotism are here, as money, "the sinews of war," and men mighty in battle. To withhold that which you have as a power in war, is to give "aid and comfort to the enemy." By your military talent you exhibit how heroic and resolute you can be in deeds of fortitude, when leaping forth to the rescue; already our stalwart and valiant youth strengthen the arm of the Government in rebuking the seditious and subduing the foe that would dishonor our flag. A citizen can hold no interest distinct from his country's. Are you, fellow citizens, generous to the Government that has hitherto nurtured you? Have you an earnest devotion for the general good? Can it be that any among you would show the "white feather?" Will we hear your safe decision when the many are in council? Will you be prompt and ready in all emergencies? While amid the clash of conflict, brave sons are as steel against sedition, will not your means and your zeal and your energies be at the service of the Republic? Let us hope that our township will be liberal to the levies upon its loyalty, and that its patriotism in this crisis will never be questioned.

ABRM. W. DURYEE,
JOHN STURGESS,
HENRY VAN GLAHN,
Committee.

A. H. RYDER, Secretary.

CHAPTER XIV.

NORTH BERGEN PUBLIC SCHOOLS.

A survey of the school interests made in the year 1856 presented an exhibit of six districts, which, with one exception, were wholly within the township. Only one township at that time had a larger number, and that was Bergen Township, which numbered seven districts, with an aggregate of thirteen hundred and eighty-five school children. In North Bergen, thirteen hundred and nineteen children were reported. Hoboken and Harrison each numbered three districts, although the former possessed four times as many children as the latter. The report concerning Jersey City presented one district, and yet the number of children there was more than four times the number reported by Hoboken. Two of the schools in this township were each provided with two departments, the more advanced scholars attending the one, and the primary pupils the other. Such arrangement made eight public schools. The superintendent refers to select and parochial schools. Among the former were those conducted by Mr. Penfield and by Miss Augusta Fredericks.

The Weavertown district is but a memory of bygone days, as there is no such district by that name now, nor has there been for a long period. A considerable number of pupils attended a school here for many years. The frame building used as a school house was removed when Hudson City became a separate municipality. The school house stood alone as a solitary object for a number of years at the southwest corner of the Weavertown or Bergen Wood Road, and the road leading down the slope to Secaucus. The ground about the premises had a truly rural aspect until the tide of emigration and speculation in real estate brought about great changes. An early list of the parents in this district and the number of school children, signed by the trustees Jacob Newkirk and Thomas Taylor, shows the range of the district. The record as to the names of the parents and the number of children, is as follows:

Mr. Kerrigan, 5; Mr. Masker, 1; Mrs. Francois, 4; Mr. F. Eyth, 2; Mr. F. Guppner, 1; Mr. T. Roseman, 3; Mr. F. Schupp, 2; Mr. Julius Reichhelm, 3; Mr. J. Bernhammer, 2; Mr. A. Hollinger, 2; Mr. Stewart, 1; Mr. George De Motte, 4; Mr. W. Dietz, 1; Mr. Bottiger, 3; Mr. Dubois, 1; Mr. Jacob New-

kirk, 5; Mr. Heritage, 4; Mr. Seifert, 2; Mr. Kuhl, 1; Mr. Stone, 3; Mr. Weiser, 2; Mr. Sharon, 1; Mr. John Zabriskie, 4; Mr. Jacob Zabriskie, 2; Mr. William Adam, 2; Mr. Joseph Scott, 3; Mr. Thomas Taylor, 4; Mr. George Williams 5; Mr. Jacob Anderson, 3; Mr. Robert Tweed, 1; Mr. Alex. Gambettie, 2; Mr. Walbecker, 1; and Mr. Graffenhorst, 1.

The designation given this section arose from a domestic industry in vogue among the inhabitants at an early period. Many of the homes of the people inhabiting that neighborhood were provided with the conveniences for weaving. The fabrics used were home-made. Citizens who later resided there recollect this feature among the old folks, all of whom were well versed in the use of the spinning-wheel, and for that purpose flax was raised. The girls there, when they married and moved to new homes, in some instances took their spinning-wheels along with them. Of course, the use of these ancient machines had their day, and other and later household conveniences very soon crowded the old-time implements into the garrets and other out-of-the-way places.

The successive changes in the township boundaries varied those of the school districts. By a supplement to the act dividing North Bergen Township, all the territory was declared to be one district, and authority was given in the supplementary act (which was approved February 10, 1862) to subdivide the township into four districts. Under the authority of that act these districts were created as follows: 1, Bull's Ferry; 2, Secaucus; 3, South New Durham; 4, North New Durham. Another district (East New Durham, No. 5) came from a division of No. 4 a few years afterwards. A school census some time later showed the number of children to be, in No. 1 district, 206; in No. 2, 235; in No. 3, 346; in No. 4, 139; in No. 5, 144. Later No. 5 School was erected. Each school district has its chronicles. Bull's Ferry is renowned for being the site of the famous Block House, a Revolutionary landmark. Secaucus is noted for many thrilling events in the days of the Revolution. Snake Hill, in the same locality, is the seat of the county almshouse.

The old Columbian Academy at Bergen Square still furnished school accommodations for the whole section, and at this time the school children might be seen trudging, with their lunch pails and baskets, from the extreme limits of the township. A one-story frame building was erected in 1834 on what was then called Bergenwood avenue (now Summit) about two blocks north of its intersection with Newark avenue, for the accommodation of the more elementary branches, the old Academy being famous for the facilities presented for higher education. The salary of the teacher was not fixed except by mutual consent, and even then was rather uncertain, for while the tuition rate was supposed to be \$2 per year, its collection was not always practicable. The population at that time was mostly gathered about the "Five Corners," with a small hamlet congregated at New Durham, beyond which was the "Three Pigeons," the ancient tavern of Revolutionary fame. Scattered here and there were a few farm houses. Originally all this northern section was known as "Bergen Woods."

Wonderful progress has been made in recent years in the matter of school facilities in North Bergen, so that ten schools are now required to accommodate the pupils, who number nearly five thousand, while there is a total of 165 teachers. M. A. Husted, M. A., is superintendent of the schools, and the Board of Education is comprised of five members. The following tabulation gives the names of the schools, number of teachers and pupils, names of principals, etc.

<i>School.</i>	<i>No. of Teachers.</i>	<i>No. Pupils.</i>	<i>Principal.</i>
Grant	5	174	} C. W. Riley
Robert Fulton	23*	755	
Franklin	17*	490	} S. P. Flynn
Cleveland	1	25	
Lincoln	31*	1021	H. H. Wahlert
Hamilton	9*	261	Gertrude Richards
Jefferson	22*	726	J. C. Allen
Washington	19*	623	R. W. Madden
Horace Mann	17*	563	E. W. Oliver
McKinley	12*	347	Marie Schubert
Superintendent	1		
Music Supervisor	1		
Drawing Supervisor	1		
Primary Supervisor	1		
Physical Training Superintendents.....	2		
General Substitutes	2		
Teacher-Clerk	1		
Totals.....	165	4985	

The Columbian Academy was a large, substantial stone building, two stories in height, surmounted by a cupola, on which, after the demolition of the old church in 1841, was placed the weather vane that formerly swung from its lofty spire. The school was conducted on the special grading system, such as is claimed by some of our modern educators as being their own peculiar production, the ground work of which was simply that individuality was recognized and ability and application encouraged. The whole second story of the building was devoted to educational purposes, with the exception of a square room on the northwest corner, which was occupied by the "Ancient Order of Rechabites," whose mysterious rites kept alive among the scholars a degree of curiosity that was never satisfied. The initiation services of this order were especially the subject of conjecture, and "riding the goat" being part of the ceremony, a great desire was manifested to see this notorious animal. Holes were bored through the door during the daytime in order to get a peep at the uncanny beast; but beyond a faint rustling, no evidence was ever secured. He was said to be of the razor-backed, high-stepping variety, and it was supposed that the victim suffered untold tortures during the ceremony. This room changed the form of the school from an oblong into an L-shape, a fact that was taken advantage of by the discreet schoolmaster to place the girls at one extremity and the boys at the other, with his desk in the angle, so as to afford him general supervision over all. This arrangement was convenient for the punishment of any refractory or disobedient pupil, who was placed between two of the opposite sex, there to remain until the fault had been sufficiently atoned for; this proceeding was always resented by the boys, but when the process was reversed, it was received by the girls with a due amount of commendable resignation. It is curious to note how often it became necessary to subject them to this punishment.

As there were no janitors in those days, the semi-weekly cleaning and sweeping of the schoolroom was performed by two of the larger girls, who were selected for this task by the schoolmaster, as a mark of special favor; and one boy was delegated to assist the girls by carrying water, etc., as a matter of punishment. Under the circumstances, a long time was required to perform this work, and oftentimes the shades of evening were falling before it was satisfactorily completed. On one occasion the schoolmaster,

*Includes the Principal.

passing the building about nightfall, noticed an open window, whereupon he decided to make an investigation. He discovered that the sweeping had been finished some hours before, but that the girls had invented a new game which required the most active exertion on the part of the boy to escape being kissed. It is related that the boy was in this instance found in such an exhausted condition that this department of co-education was forthwith discontinued. The school room was provided with a large stove, which in cold weather was kept red hot, this presenting an attractive surface at which to project pieces of rubber, assofoetida or other substances producing pleasant odors when burned. In case of extreme cold, the scholars were allowed to surround this stove by details; after one section was well warmed, at least on one side, it was followed by another somewhat after the manner of relieving guard in a military camp, and as the process continued in a sort of endless chain, the danger of any scholar getting frost bitten was avoided. Long benches without backs were arranged for the smaller pupils, while desks with three compartments were furnished for the more advanced scholars. This division of the desk was taken advantage of by the occupants, who fitted a lock on the middle one, ostensibly for the purpose of protecting the luncheons of those who lived at a distance, but principally for hiding contraband articles and forbidden sweets.

Underneath the corner room alluded to was a similar one, in which, according to the fitness of things, a shoemaker located himself, so as to be convenient for covering balls, furnishing whip lashes, or supplying the penny's worth of strap oil, for which the "innocent" youngster was sent. At a convenient distance, opposite the old parsonage, that stood at the northwest corner of the square, was a large weeping willow, well calculated to hide those naughty boys who, attaching a string to the clapper of the old school bell, concealed themselves within its friendly branches, so that they might, unseen, ring the bell at unseemly hours, and startle the staid inhabitants from their slumbers.

On account of the size of the Columbian Academy and the difficulty of organizing a regular faculty with one head, there were often two district schools under its roof. On one occasion, Gasherie De Witt had charge of the school on the upper floor, while one Gakagen was installed on the lower floor. These were both individual enterprises, independent of each other, with separate and distinct charges for tuition. The rate most frequently charged was \$1.50 per quarter. As may be imagined, considerable competition existed between the two schools, and when necessary to influence pupils, concessions were made from the above amount. The income of the principal depending upon the number of pupils they might secure, they were very active in their canvassing, and at times rivalled the arts of the practiced politician to accomplish their aims. The usual school year in the early days was divided into four quarters of twelve weeks each, with two weeks holiday in both spring and fall. This was intended to allow proper time and opportunity for replenishing the summer and winter wardrobe. In marked contrast is the school year of to-day, which comprises just about two hundred days.

The first school building for upper or North Bergen section, was in the territory of old Hudson City. It was a small one-story frame structure, located about the corner of Bergenwood and Beacon avenues, and was the forerunner of School No. 6. During the continuation of the school in this building, a financial report was read, which ignored a balance of six cents remaining on hand at the end of the previous fiscal year, whereupon an expla-

nation was demanded, and it was found that after the report had been prepared and submitted, it was discovered that artificial light would be needed, and that sum was expended for tallow dips. At that time the teachers were obliged to depend upon whatever could be collected from the pupils, which was supposed to amount to an annual contribution of about \$2 per scholar, although this was rather uncertain.

North Bergen has a baby welfare station at No. 5 School, established in 1921, and Weehawken also has a station for infant welfare work at No. 2 School, both maintained by North Hudson Chapter of the American Red Cross. West Hoboken has a baby welfare station conducted by the town. Hundreds of children have been benefited by the medical examinations at these baby clinics. The North Bergen Township Committee appropriated two hundred and fifty dollars for the support of its baby station during the year 1923. The report of the baby station department for the month ending March 15, 1923, showed that ninety-seven visits were made to homes in North Bergen, while eighty-eight were made in Weehawken homes; fifteen birth certificates were delivered in North Bergen and twelve in Weehawken; forty-eight visits were made in North Bergen schools and eighteen in the schools of Weehawken. In the home service report it was shown that sixty cases were handled during the preceding month of February.

Jacob Gunset, in earlier times, took a deep interest in local school matters, and was active in school work. For nineteen years he was a school trustee in North Bergen Township, and was the prime mover in the establishment of Public School No. 5, and he hired the first teacher in that district, at that time being district clerk. George Bruce also manifested much interest in school affairs, and was a member of the Board of Education for twelve consecutive years, beginning with 1873, also district clerk. He was also honored with other local offices. He was elected a Township Committeeman of North Bergen in 1867, the committee then being constituted of three members. He served as township assessor continuously from 1878 to 1900, when he declined further service. Henry Andes was another member of the Board of Education, being elected in 1891, and was reelected in 1893, and again in 1894, the last time for a term of three years. He was one of the principal organizers and the first foreman of American Hose Company of North Bergen, and was treasurer of the company. Gustav W. Scholp was also elected a member of the Board of Education in 1894, became clerk of the board, and, having subsequently been reelected for another term, was made president of the board. In 1896 Mr. Scholp was elected a member of the Township Committee, and he also served as mayor. Henry W. Solfleisch also served for three years as a school trustee of this township. He took a lively interest in public affairs in North Bergen, his home being in the Homestead section of the township. John Seely was a well-known citizen and business man of North Bergen Township. First he was engaged in the manufacture of shoes, next he tried real estate speculation, chiefly at New Durham, and for a time he was also engaged in the grocery business at Hoboken. For twenty-one years Mr. Seeley held the office of town treasurer, and for a great many years he was also connected with the local Fire Department. His father died in New Durham in 1855, when sixty-three years of age. Philip J. Ullmyer took an active part in town affairs, and especially in local educational matters, and for more than eighteen years, up to 1900, he was a member of the North Bergen Board of Education, serving most of the time as chairman of the board. He was one of the largest and most successful farmers and gardeners in Hudson county. Emil J. Foerch has

been prominent and influential in public affairs in North Bergen Township. He was a member of the Board of Education from 1885 to 1888, and in 1894 was elected a justice of the peace, which office he held four years. In 1897 he was elected township clerk of North Bergen, and in 1900 he was re-elected without opposition in the primary election and in the general election. In 1898 he was appointed clerk of the local Board of Health, and of the Commissioners of Adjustment of Unpaid Taxes.

CHAPTER XV.

RELIGIOUS AND SOCIAL ACTIVITIES.

From a publication issued about a century ago the information is gleaned of one whose conversation here was declared to be "truly spiritual and sweet"—one who was considered among the good, that in his day and sphere adorned the doctrine of grace, wanting not the notable mark of a saint of God. It is said of him that he possessed remarkable modesty, meekness, and genuine excellency. This is a reference to Bradley Randall, who resided here from the spring of 1811 to the fall of 1825, his demise occurring October 25, of the latter year, aged thirty-seven years. Mr. Randall was one of the committees having charge of the erection of the lecture room, a convenient, comfortable, cheerful-looking building, many years in service at New Durham. The structure was used mainly for church and Sabbath school for the space of a decade or two. Afterwards it served for a district school house.

In the "80's" the churches within the township were those of four denominations: The Grove church, at New Durham; Baptist, at New Durham; Methodist, at Bull's Ferry; Church of the Sacred Heart, Bull's Ferry; Reformed church, at Secaucus. The last named church was organized in 1883. The corner-stone of the Reformed church at New Durham was laid on Tuesday, March 30, 1847. The edifice, since called Grove Church, was dedicated September 1, the same year, and is located on the west side of Bergenwood avenue, upon the hill-slope east of the site of the old lecture room, at New Durham. A consistory room and a parsonage were subsequently built, the latter being completed prior to the summer of 1850. The committee authorized to make the purchase of land consisted of Ebenezer Deas and John Morgan, who had an interview with Mr. Zabriskie, the owner of the land, which resulted in the procuring for church purposes of the four or five acres covered by a grove of forest trees. William V. V. Mabon, D. D., served this congregation from October 6, 1847, until about 1882, when he was chosen a professor in Rutgers College. Dr. Mabon contributed zealously to the establishment of this church's missions, of which those at Guttenberg and West Hoboken were most prominent. On the evening of November 11, 1883, there was held at this church, in commemoration of the four hundredth birthday of Martin Luther, the following order of service.

1. Organ Voluntary, George Egbert.
2. Selection by the Choir.
3. Invocation, by Rev. Mr. Jones, of the Baptist Church, Union Hill.
4. Hymn No. 1, "Our God our Help" (the congregation joined in the singing).
5. Apostles' Creed; "Gloria" (all united in repeating).
6. Scripture Lesson, Psalm 87, "Let the words of my mouth," by the choir.
7. Address, by Rev. Wm. H. Scudder, of Grove Church, New Durham.
8. Address by Rev. Mr. Crawford, of the Methodist Church, Union Hill.
9. Hymn No. 2, "Blow ye the Trumpet" (the congregation joined in the singing).
10. Address, by Rev. Mr. Justin, of the German Reformed Church, Union Hill.
11. Address, in German, by Rev. E. P. Luippold, of the German Methodist Church, Union Hill.
12. Prayer, in German, by Rev. F. Sievers, of the German Baptist Church, Union Hill.
13. Luther's Hymn, No. 3, "A Mighty Fortress," "Ein Feste Burg" (the

congregation joined in the singing). 14. Address, by Rev. E. N. Harding, of the Baptist Church, New Durham. 15. Hymn No. 4, "All hail the power" (the congregation joined in the singing). 16. Prayer, by Rev. Alexander Shaw, of the Reformed Church, Guttenberg. 17. Doxology, Old Hundred, "Praise God from whom all blessings flow." 18. Lord's Prayer, by ministers and congregation. 19. Benediction. 20. Postlude, by George Egbert.

On June 1, 1856, the Baptist church at New Durham was dedicated, the dedicatory sermon being delivered by Rev. H. C. Fish, of Newark. Much energy was displayed by Rev. Joseph Perry towards the completion of this edifice. Prior to the occupancy of this building the congregation worshipped in a small lecture room situated on the south side of the old Se-caucus road, a little south of the Bergen Turnpike. The two-story brick school house of District No. 3 has since occupied that site, the frame building having been sold and removed.

The Methodist church at Bull's Ferry was built upon land donated by John G. Seaton, one of the veterans of the War of 1812. An itinerant system governed the ecclesiastical arrangements in vogue here, and old residents named many exhorters and clergymen who officiated here during the early times. Few alterations were made in this church for a long period after its erection. It was a frame building, situated on the south side of Bull's Ferry road, a short distance east of Bergen Line avenue.

In 1872 the corner-stone of the Church of the Sacred Heart was laid. This frame edifice was built on the hill slope, a short distance west of the River road, not far from the county line. Rev. Francis O'Neill officiated here from June, 1880, the same pastor serving the congregation of St. Joseph's, Guttenberg, and occupying a rectory near the latter church.

At the present time New Durham has three churches—Baptist, Catholic, and Dutch Reformed. Rev. I. W. Gowen is the present pastor of the Reformed church, which is the long and well-known Grove Reformed Church.

Of Bethany Lutheran Church, 927 Gillies avenue, North Bergen, Rev. E. J. Keuling is the pastor. There is a choir connected with the church, also the Ladies' Aid Society, the Lutheran League, and the Men's Club. Our Saviour Lutheran Church is in charge of Rev. August F. Bobzin as pastor. Sunday services are held at 11 A. M. and 8 P. M. Sunday school at 9:30 A. M. Episcopal Church of the Transfiguration, Thirty-fifth street and Palisade avenue, in the Woodcliff section of North Bergen, has Rev. Edgar W. Anderson as the rector. Sunday services are held as follows: Holy Communion, at 8 A. M.; church school, 9:45 A. M.; morning communion and sermon by the rector, at 11 A. M.; Young People's Fellowship, 7 P. M.; evening service, 8 P. M. Woodcliff Reformed Church, Hudson avenue and Thirty-first street, is presided over by Rev David Van Strien as pastor. Services are held on Sundays at 11 A. M. and 8 P. M. This church is known as "The Church for the Community."

North Bergen Post, American Legion, which has been in existence since the World War hostilities ceased, has the following officers for 1923: Frank A. Hynes, commander; Charles J. Gunset, senior vice-commander; Norman Wittman, junior vice-commander; John E. Casey, adjutant; Edward J. Eastwood, corresponding adjutant; John Rodgers, post historian; Julius Piaz-zani, post chaplain; Percy G. Britt, post counsellor.

The Wetherbee Democratic Club, of North Bergen, was launched early in 1923. Sylvester J. Eastwood is chairman of the executive committee appointed for the year, his fellow members on the committee being Henry Denning, Louis Kramer, Jr., John J. O'Brien, and J. H. Schwarte.

The Myrtle Club is a social organization of North Bergen, and has its club rooms at Thirtieth street and Second place.

On New Year's Day, 1923, the Trenicore Club, Inc., of Woodcliff, opened its new club house, which was celebrated with music, dancing and a supper. The following are the officers of the club for the year: Robert Heck, president; George Ade, vice-president; John McKenzie, recording secretary; William Mahler, financial secretary; Earl Woolnough, treasurer; James Beattie, sergeant-at-arms; E. Gerlack, chairman of board of trustees; Harry Vanderbeck, Edward Miller, Frank Bonallo, and Peter Gauharra, trustees.

The latest organization in North Bergen Township is the Woodcliff Square Club, an offshoot of the Masonic order, which was organized on March 23, 1923, the meeting being held in the Woodcliff Reformed Church. Officers for the year are as follows: Charles Rollins, president; J. E. Caie, vice-president; E. J. Semmig, secretary; Henry Lyenhausen, treasurer; William Peterson, J. G. Matthews and R. H. MacDonnell, trustees. Within two weeks the club had more than doubled its membership by the admittance of thirty new members.

Organization of a new Italian-American Club in North Bergen was effected in February, 1923, with the election of John Giannontonis as president. It is one of a series of clubs projected by Dominic B. Elia, of West Hoboken, as a means of educating the members in the value of full accord with American principles. Associated with Mr. Elia in the movement are James A. Iorio and Professor A. Colletta, both of West Hoboken, and Dr. Richard Paganelli, of Hoboken. The object of the club is to promote a thorough spirit of Americanization, not only in the members of the club especially, but also in all with whom the members come in contact. All will be urged to acquire full citizenship in the United States. The clubs will have no political or factional affiliations, but are formed solely as a development of civic work.

CHAPTER XVI.

FINANCIAL AND INDUSTRIAL LIFE.

The Woodcliff Trust Company at Broadway and Thirty-first street, in the Woodcliff section of North Bergen township, opened for business on November 10, 1921. In a statement issued at the close of business on December 30, 1922, covering the period from the opening of the institution, the following showing was made: Capital stock, \$100,000; surplus, \$50,000; undivided profits, \$1,459.14; deposits, \$369,964.15; total resources, \$521,423.29. At the organization meeting of the directors on January 10, 1923, Howard V. Meeks was elected president; Dr. William A. Pindar, first vice-president; Joseph D. Merlehan, second vice-president; William A. Cleaver, treasurer; Leslie King, assistant treasurer and secretary.

Of the five building and loan associations in operation, the North Bergen Building and Loan Association is the township's oldest and largest association, and loaned out \$64,000 during 1922. This total was more than twice as much as the total amount loaned out on bonds and mortgages during 1921.

Mayor Charles J. Morris, who has been secretary of the association since its foundation in December, 1913, said that eighty-seven new members joined during 1922. There were in February, 1923, 2,907 shares paying dividends. Applications for loans amounting to \$11,000 were then on file. The thirteenth series opened March 5, 1923. The growth of the North Bergen Building and Loan Association has been steady and consistent since it was established. During the first year or two the officers found the going hard because at that time the people of North Bergen for the most part did not realize the

great advantages of joining a building and loan association. In recent years, however, the association has progressed by leaps and bounds. The association meets the first Monday of every month in the North Bergen town hall.

Arthur O. Smith, superintendent of the West Hoboken schools, is president; Henry E. Wolff, vice-president; Theodore A. Kluffman, treasurer; and Mayor Charles J. Morris, secretary.

The Wetherbee Park Building and Loan Association, 5377 Hudson Boulevard, loaned out more than \$7,000 since it was established in April, 1922. A total of 153 members bought 897 shares in the first series, and 60 bought 345 shares in the second series, which opened in October, 1922. Several applications for loans are on file.

"We are quite satisfied with the progress made thus far," said Patrick A. Brady, secretary of the association in February, 1923, but we are going to hustle in putting over the third series, which will open in April next. The founding of so many new associations last year has shown the people of North Hudson how to make the most of their savings."

Mr. Brady said that the more associations that are started the better it will be for all. He pointed out that when there is but one or two, people are suspicious. He predicted a big increase in depositors during the year 1923. The association meets the second and fourth Monday of every month.

John F. McGlew who ran for councilman in North Bergen in 1922 is president; William A. Egge, vice-president; Patrick A. Brady, secretary; Salvatore Camilleri, treasurer.

The Victory Building and Loan Association is North Bergen's newest loan organization, having been established in June, 1922. Its first series closed with 1,020 shares, and the second series, which was in progress early in 1923, closed March 1. Since its organization, the Victory Association has been very active. Its fine success thus far foreshadows a very prosperous future. The association meets the third Tuesday of every month at No. 823 Hackensack Plankroad.

The Bergenwood Building and Loan Association, which meets twice a month at No. 5441 Hudson Boulevard, had yet to celebrate its first anniversary in February, 1923, but there were already more than 1,500 shares out among the 160 members. The third series opened in May, 1923.

Organized in May, 1922, the Bergenwood Building and Loan Association, under the leadership of such energetic men as George W. Buckens, former Mayor Harry Barber, James Barnes, and George Grote, soon attracted a splendid total of depositors. One becomes a member of the association by subscribing for any number of shares he wishes in addition to a membership fee of fifty cents. He pays a dollar a month per share until the accumulated payments and profits reach \$200. The shares mature in about 138 months, so that a depositor receives \$200 in return for \$138. The officers are: George W. Buckens, president; former Mayor Harry Barber, vice-president; George Grote, secretary; James Barnes, treasurer; Emil J. Walschid, attorney.

The Woodcliff-on-Hudson Building and Loan Association brought to its depositors during its first year which ended in January, 1923, a profit of 63.4 per cent. Members took 1,400 shares in the first series, and 700 in the second series. The third series was opened February 9, 1923, at the school building, 30th street and Hudson avenue. It closed March 1. Harry J. Ruhle, president, said that the association is very proud of its first year's record. He expressed confidence that the association would earn as much for its shareholders during the year 1923. The Woodcliff-on-Hudson Building Association is composed of members who have become shareholders by subscrib-

ing for two or more shares, payable in monthly installments of one dollar per share. It provides the means to enable its members to own their homes by taking first mortgages thereon, to be repaid in monthly installments. Members receive \$1,000 for the \$660 they pay out in eleven years. The officers are: H. J. H. Ruhle, president; Austin H. Updyke, vice-president; Walter G. Ferens, treasurer; Alfred C. Voickmann, secretary; Dippel & Davis, attorneys.

The manufacture of embroidery enters largely into the industrial life of the township though not on so extensive a scale as in other North Hudson communities. There are at the present day about fifty firms engaged in the manufacture of embroideries and of these the following have been in operation for over a decade of years: The American Art Embroidery Company on Madison avenue consisting of Pincus Greenwald and Aaron Wartsky; The Berg Embroidery Works; the H. J. Diem, Inc., on Savoye street, Hans J. Diem, president and treasurer, Victor Vanneman, secretary. On Hill street is the Forster Embroidery Company with William C. Forester, of New York City, president, Anton H. Keltz, secretary, and Constant Keltz, treasurer. The Mosmanns, father and son, are actively engaged in producing embroideries. John Mueller and his son, John, Jr., under the firm name of John Mueller and Son, carry on business on Traphagen street. The North Bergen Embroidery Works on Twenty-third street manufactures embroideries and novelties. On the same street is the Peerless Embroidery Works; the Towerhill Embroidery Works; and the Standard Swiss Embroidery Works, manufacturers of handkerchiefs. Besides these there are over thirty other firms engaged in this industry, some, however, being engaged only in home production.

Among operations in other industrial lines are the factories of B. T. Babbitt, Inc., at the Babbitt Station, one mile west of Hackensack Plank Road and Thirty-fourth street, where employment is given to about five hundred wage earners in the production of soap and soap powders.

There are over a dozen silk manufacturers scattered throughout the township. On the Hudson Boulevard is located the Andreal Silk Company, The J. A. Migel, Inc., and The Hoboken Ribbon Company. On Thirtieth street the Mistletoe Silk Mills, an extensive plant, incorporated under the laws of New York, with Leon Seigner as superintendent; a line of broad silks is manufactured. The Crono Silk Mills, operated by Charles Kapanjie and William and Bertha Bar, is also located on this street, as well as the Veritas Silk Mills, Inc., of which Ernst A. Strubberg is president and Louis A. Schoefer treasurer. The Hillcrest Silk Mills, on Thirtieth street, is an active factor in the industry. On Hill street is T. J. Mitchell, Inc., under the superintendency of Joseph Borrin. The Martha Silk Mills, on Angelique street, is an incorporated company under the laws of the State of New Jersey; broad silks are manufactured; William LeBert de Bar is president, and Alexander Ix secretary and treasurer. The Frank F. Pels Company is engaged in the production of cotton yarns, etc., in Rowland place. The Hartman Brothers Works for dyeing mercerized cotton and artificial silk, is on the corner of Willow avenue and Doremus place. The Hudson Piece and Skein Dye Works are located on Main street in the village of New Durham. The Atlas Finishing Company for silk finishing, dyeing, and printing employs, when it is actively engaged, about one hundred and fifty hands and is located in the village of Homestead. In a small way Fred Englert carries on the silk and cotton dyeing and finishing.

Among the half dozen firms engaged in pyrotechnics, the most important

is the International Fireworks Company. During the active period of their manufacture they employ about fifty men and women. Their one-story shacks are spread throughout the plant. From an over-heated stove one of them was destroyed by fire February 20, 1923, causing an approximate loss of one thousand dollars. The Belmont-Gurnee Stone Company employ from fifty to seventy-five men in the production of crushed trap rock. Richard Meyer in the village of New Durham is engaged in the tanning of leather for piano actions. At the same place is the New Durham Box and Lumber Company, whose main industry is the making of milk boxes. On Main street, North Bergen, the North Hudson Manufacturing Company is engaged in mill work of every description, also deal in hardware, roofing material and copers in all forms. Harry J. H. Ruhle is president and treasurer of the company; Carl Widmann, vice-president; Wilbur T. Gowen, secretary. P. B. Rendall & Son are also engaged in the manufacture of sashes of New Durham. In the same village Hrbek Brothers, Inc., manufacture a line of pearl buttons. One of the most important industries of the township is the lumber yard of F. R. Austin on the Hackensack Plank Road with a yard also in Guttenberg on Twenty-fifth street. Here lumber, timber, cedar shingles, tar paper and nails, rubber roofing, asphalt shingles, beaver boards, mouldings, plaster board and lathes are extensively the articles of trade.

Among the smaller industries, mention is made of: Gelien and Company, Inc., chemists, producing paint and sugar coloring; The Marbleloid Company, manufacturing imitation marble flooring; L. Strauss & Sons, decorators of china; William Ware and Son, producing men's shirts. There are also a number of firms engaged in a small way in the manufacture of cigars, also a half dozen firms engaged in machine works of various description. The nursery interest is largely carried on in the township. The Orange Mountain Bee Farm on Thirty-third street, North Bergen, was established in 1901 by George Rauch. Here can be obtained, either wholesale or retail, pure bees' honey and bees' wax. The Columbia Amusement Park, on the Hudson Boulevard, furnishes entertainment to old and young.

About three thousand wage earners find employment in the above named establishment. Among the largest employers of labor when in full operation are the West Shore Railroad Machine shops.

CHAPTER XVII.

EARLY TRANSPORTATION—PROMINENT CITIZENS.

In passing, mention should be made of the difficulties encountered by the old Bergen Turnpike Company in this section, which commenced operations in 1802 and continued its toll road until 1915, when it was abandoned. When the Turnpike Company undertook to run the roadway just south of the early Saunier site it met with a blacksmith shop, occupied by Joseph Danielson. According to all accounts, Mr. Danielson took umbrage at the proceeding; he determined to hold the forge where he had been accustomed to see it for many years. The corporation endeavored to have it removed. Danielson objected. Old residents say the company moved the shop. Danielson put it back. Finally the company wearied of the struggle and allowed the road to remain abridged and abutted by the obstacle rather than litigate further. The old rookery, as many termed the disused shop, remained in the roadway for many years. At Danielson's death the item of realty went, with others, to one of the heirs, who transferred it to John Seely, February 8, 1867. He

deeded it to the company, describing the property as "lot marked H, and known as the blacksmith shop, and the land on which it stands and covers, being about 20 feet square, and bounded northwardly, southwardly and westwardly by the Bergen Turnpike Company's road."

As the Turnpike Company was chartered on November 30, 1802, and went out of existence in 1915, it was therefore in operation 113 years. The incorporators named when the charter was granted were John Stevens, Lewis Moore, Robert Campbell, Nehemiah Wade, Garret G. Lansing, and Adam Boyd. The authorized capital stock was \$7,000 for each mile of road constructed, and full authority was given to build and maintain a turnpike road from the town of Hackensack (now called a city) to Hoboken, the route running directly through this locality. The commissioners were authorized to discharge the duties of directors for the first year. Aaron Kitchel, William Colfax and John N. Cummings were named as commissioners to lay out the road, the course of which was to the bridge over English (or Overpeck) creek, and thence to the bridge at Hackensack.

On June 3, 1718, a road was laid out from "Crom Kill to Whehocken" ferry. The road then laid out is believed to have been a part of what was afterwards known as the Hackensack or Bergen Turnpike. When in a reminiscent mood some of the oldest inhabitants refer to the early days when the mail-coach was running over the route from Hoboken to Hackensack, also to the years when the plank road served as the main highway for travel. They also mention the toll-gate near Hoboken on the old Bergen Turnpike, the keeper of which was Wilse; of the Hillside toll-gate tended by Michael Ryer. The toll-gate at North New Durham was tended in the 80's by George H. Mabie, who now resides at Teaneck, to which place he had removed some years before the ancient toll-gates were discontinued. Among those running the lines of stages were Edward Van Buren and James Vanderpool. The accommodation coach was operated by Peter Rikeror and Edward Seeley. Richard A. Doremus blew the stage horn, carried the mail and run a line of stages for many years, his home being at Hackensack. The stage made a short stop at the "Three Pigeons," in going to Hoboken in the morning and when returning in the afternoon, the terminus of this line being Hackensack. As the Hackensack route was relinquished, an omnibus line or two succeeded for the shorter distances. The latter method of travel, however, soon ceased, the conveniences attending steam-car travel superseding all others. The old stage-coach route is now traversed by trolley lines.

Prominent Citizens— Although Michael F. Moylan was born in Hudson City in 1858, it was twenty-five years later that he took up a residence in North Bergen township, and it was in 1897, when he was thirty-nine years of age, that he held his first public office, that of township committeeman. He was also a member of Excelsior Hook and Ladder Company of New Durham. His vocation was that of locomotive engineer on the West Shore railroad.

The first chief engineer of the North Bergen Fire Department was Henry Stockfish, Jr., and he was one of the principal organizers of the Fire Department in 1890, also a member of Pioneer Engine Company. He took an active part in township affairs, and was elected tax collector in 1884, and by reëlections held that office for eleven consecutive years. In 1886 he was also elected a member of the North Bergen Board of Education for three years, and in 1897 he was appointed treasurer of the township, which office he held for three years. He was also for one year a justice of the peace.

Born in Ireland on the 17th of March, 1850, Patrick Sullivan came to this

country in 1868, and settled in North Bergen Township in 1888. Besides conducting a hotel near the Guttenberg racetrack, he served his town with honor and satisfaction. He was township committeeman of North Bergen in 1898-1900, and also chief of police during the same period. Prior to coming here he was a member of the police force of New York City for about five years.

An eminent citizen of Hudson county was Abraham W. Duryee, A. M., of New Durham. For a number of years he was director of the Board of Freeholders of Hudson county, and for twenty years he was a member of the Township Committee of North Bergen Township. In 1864 and 1865 he represented his Assembly District in the New Jersey House of Assembly. He was also president of the Experiment Station of New Jersey in connection with Rutgers College, and of the New Jersey State Board of Agriculture, and was an elder in the Grove Reformed Church of New Durham. Mr. Duryee received the degree of Master of Arts from Rutgers College in 1893. He followed agricultural pursuits on his large estate here, and died in June, 1898, in his seventy-seventh year. His wife survived him a few years. They celebrated their golden wedding here in 1894.

John Matthews came to America in 1867, then being fourteen years of age, and in May, 1872, he became a prominent resident of North Bergen Township. He soon became a prominent and influential citizen, and in various capacities served his town. He held the office of justice of the peace for three consecutive terms, from 1888 to 1903. He was also a school trustee, notary public, commissioner of deeds, assistant chief of the North Bergen Fire Department, and was one of the principal organizers and continuously a member and treasurer of Eclipse Hose Company, No. 1, of North Bergen, also foreman of the company during 1899 and 1900.

Another citizen who manifested much interest and activity in the organization of the North Bergen Fire Department was John Boylan, who came here and embarked in business in April, 1891. He served as treasurer of the fire department for three years, declining a fourth term in 1899.

One of the oldest residents of North Bergen Township, Charles Pinell, held the office of chairman of the Township Committee longer than any other man in New Jersey, serving in that capacity for twenty-three years, or almost continuously from 1871 to the spring of 1897, when he resigned, he then being seventy-four years of age. He came to New Durham in 1865. From 1867 he devoted himself almost exclusively to private affairs and to the official duties which were pressed upon him by his townsmen. He was a school trustee for about fifteen years and served most of that period as district clerk, and was instrumental in causing the erection of the first brick schoolhouse in the township. This was old No. 3 School, built in 1871, and since remodeled and enlarged. He was also collector of arrears of taxes for a time and township collector one year. His active interest in local affairs caused him in the spring of 1871 to be elected chairman of the Township Committee of North Bergen, and from that time until the spring of 1897, when he resigned, he was the acknowledged leader in all public matters, being continuously a member and chairman of that committee with the exception of the years 1872, 1873, 1882, and 1883. This service of twenty-three years as chairman of the governing body of the township is the longest accredited to any one man in the State. While in office Mr. Pinell made noteworthy efforts to reduce taxation and expenses, and was foremost in every reform movement calculated to benefit the township and its inhabitants, one of his hobbies in that direction being the preparation of statistical tables. One of the documents prepared by Mr. Pinnell in 1879, addressed to the property holders

and taxpayers of Hudson county, met with so much favor that it was adopted at a joint meeting of the Boards of Council of the Towns of Union and Guttenberg, and the township committees of North Bergen, West Hoboken, Weehawken, and Union, on March 25, 1879.

Samuel E. Earle was another old resident of North Bergen, born here December 15, 1848. After attending the public school of his native town, he followed in the foot-steps of his father as a farmer, and also engaged from time to time in contract work on roads and streets. He was road commissioner of North Bergen for nine years, and a member of the North Bergen Board of Education from 1892 to 1900. In politics Mr. Earle was an independent Democrat. His father, a life-long farmer, was born in old English Neighborhood, filled a number of public offices, and died here March 12, 1898, in his ninety-eighth year, while the mother, who was born in North Bergen, died here on March 28, 1898, aged eighty-seven years.

A pioneer resident of North Bergen was George Nash, who lived here for sixty years, but was born in 1838 in New York City, where he had been a paymaster for a period of thirty-five years. He had been retired for many years at the time of his death, which occurred on March 14, 1923, aged eighty-five years, at his home, 3819 Hudson Boulevard. He is survived by five children, Joseph, Walter, Charles, Mary, and Elizabeth, all of whom reside here.

Albert J. Thorpe was a well-known wholesale confectioner of North Bergen, having resided here since 1887, his home being at 4482 Hudson Boulevard, where he also had his office. When he died on March 14, 1923, he was in his forty-fourth year. The family still resides in North Bergen, consisting of his widow, three daughters, mother and one brother.

John B. Branagan, who was born in Bergen county in 1856, settled permanently at New Durham in 1885, and soon became prominent as a public-spirited and enterprising citizen. He was a leading Democrat, an active and influential member of the Hudson County Democratic Committee, and in 1893 was elected a justice of the peace in North Bergen to fill an unexpired term. In 1895 he was reelected for a full term of five years. Mr. Branagan at the beginning of both terms was appointed, by a resolution of the township committee, police justice and recorder of North Bergen Township. He also served as chief of police.

Cornelius MacCollum became widely known as the proprietor of a hotel at Homestead, of which he took charge in 1856. This hotel was a famous road house, made so by Proprietor MacCollum's obliging and pleasing manner. He also held a number of minor positions of trust.

Another well-known hostelry in North Bergen was the Rock Cellar Park Hotel and Brewery, on the Hudson County Boulevard, opposite Guttenberg, which was established by John H. Meierdierck in 1889. It became one of the most popular establishments of the kind in North Hudson, but that was long before the days of so-called Volsteadism.

CHAPTER XVIII.

THE TOWN OF UNION—ITS EARLY HISTORY.

The early history of the township of Union, or as this section was more familiarly and generally known, "Union Hill," is somewhat similar and almost identical with other municipalities in North Hudson, with minor changes due to local conditions. It was situated in the section of "Common Lands" in the northern part of the county. About the year 1850 this imme-

diate locality commenced to attract the attention of investors, and in the month of April, 1852, an advertisement which was published in a New York City newspaper stated that "A German building association had bought one thousand acres of land on the slope of the hill, laid out the domain into lots, the owners of which have bound themselves to commence building next month." In the following June the same newspaper made the announcement "that a German village has been commenced up at Weehawken and lines of stages have been established."

In 1861 the township of Union was cut off from the township of North Bergen and incorporated in February of that year. Its territory was bounded on the north by Guttenberg, on the east by Weehawken, on the south by West Hoboken, and on the west by the Hackensack Plank Road and the township of North Bergen. Jacob Schweitzer was the first chosen freeholder to represent the new township in the county government.

In a very short time the requirements of the growing township demanded enlarged powers of government, and in the year 1864 the southerly part of the township was cut off to form the town of Union. In March of that year it was incorporated as a town, the boundaries being in general, Bergenwood avenue and Dalleytown road on the west, Union township, afterward West New York, on the north, West Hoboken on the south, and Bull's Ferry road on the east. The first officers under the new dispensation were: Town clerk, William Moll; chosen freeholder, John Gardner. The old name, Dalleytown road, originated from the fact that one Dalley was among those prominently interested in the development of the section. At an early period he operated a saw mill, and was one of the originators of a stage line to Hoboken ferry. A small settlement grew up about the saw mill, which was known as Dalleytown, and the road leading thereto was called the Dalleytown road.

One of the ancient landmarks located within the confines of the present town of Union, remembered by the older inhabitants of all North Hudson, is "Buck's Corners." Here was located a hostlery kept by one "Buck," which was a popular resort not only for the sporting characters of the day, because of the facilities presented for "cock fights, fisticuffs and other athletic sports," but it was the rendezvous for the "beaux and belles" of those early days for indulgence in their terpsichorean enjoyments. It was also the gathering place for those who patronized the stage line to Hoboken, the approach of which was announced by the notes of a bugle as it neared the tavern.

The first school building was erected in 1857, and was dedicated for educational purposes on November 6 of that year. Although there were two or three private schools, it is related that John Gardner, the first chosen freeholder of the town, employed a private instructor for the education of his children, allowing his neighbors to take advantage of the opportunity for the advancement of their children.

The town of Union being located somewhat centrally in respect to the other North Hudson municipalities, seems to have become the principal business centre for the entire northern section, and the main thoroughfare presents a lively scene as the shoppers congregate in seeking what will fill their daily wants. Along the whole length of the main street or avenue, the enterprising shop-keepers display their goods and cater to the needs of the whole community. It has thus become a social as well as business center for the entire group of North Hudson towns. Although of comparatively small area, through its progressiveness it is one of the most flourishing towns of its class in New Jersey. Its industries are many and varied. Silk goods, embroideries of many descriptions, and several minor industries give employ-

ment to many of its own citizens as well as of the surrounding municipalities. There are several schools, both public as well as parochial, and excellent opportunities for education in all its branches are offered. And its completely equipped high school affords facilities for more advanced education for the whole territory of North Hudson. Previous to the establishment of this institute of learning, the high school in Hoboken was resorted to by the North Hudson scholars for the continuation of their studies in the higher branches. Also, churches of various denominations are to be found within its borders, and the town is really equipped with all the requirements of a full-fledged city. In fact, the town of Union wanted to become a city, or rather consolidate with Jersey City, and voted in favor of that proposition at a special election held on October 5, 1869, but was denied the privilege owing to the large adverse vote to the plan polled by West Hoboken and North Bergen.

Laying Out of Town—Under the original act this German settlement, or town of Union, covered a limited area of territory. The boundaries were to a small extent changed by adding a triangular-shaped plot, bounded by the Bergen Turnpike at Cox's Corners, the southerly line of Louis Becker's land and the Bergenwood Road. The area here added included Lewis street, or Pennsylvania avenue, and what is called Durham avenue, as they are open to the Bergen Turnpike. For its westerly neighbor the town had the township of North Bergen, and for its easterly the township of Weehawken.

The town was set off March 29, 1864, and spurted at once ahead upon a career of improvement. An inventory of the property of the town, recorded at page 9 of the second annual report, shows:

School house, with three lots, \$5,500; school house furniture, \$300; town hall furniture, \$300; engine house and two lots, \$3,500; fire department apparatus, \$1,200; Indian Pond lots, \$3,000; treasury balance, \$714; total amount, excluding taxes amounting to \$1,946; not yet collected, \$1,514.

At the first charter election of the town of Union the following officers were chosen: Town clerk, William Moll; board of councilmen, Robert E. Gardner, George Fausel, Christian Rickert, John M. Myer, James Wiggins, and Daniel Storm; assessor, William Moll; collector, John Reinhardt, Jr.; overseer of the poor, Fred. Etzold; constable, Charles Stahl; treasurer, James Gardner; overseer of streets and highways, Christian Bualk, Dr. Charles Siedhoff; chosen freeholders, John Gardner; poundkeeper, John Reinhardt, Sr.; judge of election George Hoffman; commissioners of appeal, Conrad Woerner, Henry Bell, and Henry Muhge.

The receipts of the town from all sources from March 23, 1865, to April 1, 1866 (the close of the first fiscal year), made a total of \$29,305.01; and the disbursements, including \$3,617.01 paid for support of the public school during the same period to April 1, 1866, made a total of \$28,590.95. Expenses on military account, denominated "war debt and interest," were \$19,261.82, in addition to an amount of \$606.51 paid on account of Union Township volunteer bonds.

A local resident, removing from Philadelphia and taking up his abode at the corner of Durar and Kossuth streets in 1863, referred to the streets as raw and rough, being then neither graded nor improved, and sidewalks not flagged. The largest building at that time was Schweitzer's brewery. The business of the town about that time including theatrics and picnics, was transacted at Mitchel's or at Xavier Stoppel's summer resort. Everything was more countrylike, and rural scenery won the visitor's notice. Trees

were far more numerous than at present, and the approach to the hill during the summer, when the foliage displayed various tinted leaves (crimson and yellow the prevailing colors), could not be excelled.

Road Improvements—What were designated county roads had early attention among the people in this locality. They varied from turnpikes, inasmuch as they called for more opening. The Bergen Turnpike, at the southerly border of the town, was constructed about the year 1804, the Bergen Turnpike Company having been incorporated about the year 1802 by legislative enactment on November 30 of that year. This turnpike eventually became a part of the county road system of Hudson county, being taken over by the Board of Chosen Freeholders about 1916. One year earlier, that is, in 1915, the Bergen county portion of the old turnpike, extending from the Hudson county line north to the city of Hackensack, was taken over by the Bergen County Board of Chosen Freeholders and since maintained as a county road.

As early as June 3, 1718, the opening of a road is mentioned from the Kroma Kill to Wiehawik ferry. An ancient road is spoken of as crossing what is now the town of Union, and tracing a route north of Van Vorst's house and south of Gardner's homestead, leading to the ferry. A rule was entered July 8, 1858, at a Court of Common Pleas, held at the county court house, appointing Edward Earle, of North Bergen; Charles Sturges and Conrad Stock, of Hudson City; Nicholas S. Vreeland and Jacob A. Van Horne, of Bergen; and Richard Wanmaker, of Harrison, as surveyors of the highways, to meet at George Fausel's tavern on the 10th day of August "at the hour of ten in the forenoon." The purport of the citation was that a road fifty feet wide, from Bergen Turnpike to Paine (now Union) street, had been declared to be necessary, and these six surveyors were to lay out the road. This road began at a point near where stood John Buck's famous hotel for many years, and traversed a line northwardly to a point immediately east of Peter's bakery, being an extension of Palisade avenue. Necessary improvements were themes daily talked of throughout the town of Union at a period encompassing the work mentioned in the following excerpt, which is but a chip from a block enumerating many progressive proceedings:

TOWN OF UNION, Aug. 24, 1868.

To the Hon. the Board of Council of the Town of Union:

The undersigned persons owning property on Gardner street, in said Town of Union, petition the Council of said town to make the following improvements, namely: To make a drain box of 2 inches spruce plank, the same size as the one now laid on the corner of Hudson avenue and Gardner street, to commence 110 west of Palisade avenue and to be laid on the south side of Gardner street, and to run from said point until it connects with the old sewer now laid in Gardner street, between Hudson avenue and Bull's Ferry road.

GEORGE NEUSCHELER, Town Clerk.
Town of Union, Aug. 26, 1868.

JOHN GARDNER,	AUGUST KINNE,
WILLIAM TEPPER,	R. E. GARDNER,
PETER BORGES,	G. NEUSCHELER, SR.,
CHARLES FOX,	GEORGE HOFFMAN,

The nature of the soil, the swamp and bog not uncommon, the solid rock surface here and there, called for great labor within the town of Union. Obstacles of this character were not appalling; the resolution in the Board of Council, backed by an energetic populace put improvement foremost, and many measures at first glance regarded as impracticable reached a reasonable achievement. Movements leading to substantial roadways in this vicinity gained merited notice. The narrow highway on the west side of the town, called the Bergenwood or Dalleytown road, beginning at a point opposite

Cox's store on the north line of the Bergen Turnpike and running the entire length of the westerly line of the town, had been for many years an eyesore to residents of that region. Plans for the approval of the line owners to improve this road were submitted to a meeting of the property holders in July, 1868, and these being approved, the work went on under contract early in the autumn of the same year. Excavation and grading and labor involved in widening the road to make it the required fifty feet consumed several months. The work was in some degree delayed by the winter weather and the intricacies of the undertaking. Along the edge of Grove Church Cemetery the widened roadway called for the removal of graves, and in other sections much rock blasting was necessary. The coöperation of the Board of Chosen Freeholders was important in the construction of culverts and bridges; a retaining wall was also required. The efficient surveyor, whose battery had discharged many an effectual explosive in the martial ranks, was now busy here, as may be inferred from the following memento of his industry upon this road:

Hudson County, N. J., 1869.

Sir: The Bergenwood road commissioners require the space now occupied by certain fences, trees, etc., on the northwest side of the road, being in front of the premises owned by you.

Please attend to their removal, and accept this as notification in due form. The supplement to the Act for the Improvement of Bergenwood road, authorizes the commissioners to remove said fences, trees, etc., after twenty days' notice, and to charge their removal to the owners of the property from which such fences, etc., have been removed. Such charges will form a part of the assessment for the improvement of the road and will become a lien upon your property.

Respectfully, your ob't serv't,

WILLIAM HEXAMER,
Engineer in charge of the work.

The work was completed in July, 1869, at a cost of \$9,963. Many other evidences of improvement were shown as years elapsed. In January, 1871, action was taken to widen and improve Fulton street. Anthony H. Ryder, John Sturges, and Abraham W. Duryee were appointed to carry the measure into execution. The same commissioners were appointed in October of that year to assess the valuation of land to be taken in widening Bergenline avenue, this avenue extending from Bergen Turnpike to the north line of the town. And the next movement evidencing progress was the widening of Bull's Ferry road—a work that achieved vast benefit for the town.

During the years 1864-65 the representative in the Board of Chosen Freeholders from this town was John Gardner, and in 1866, '67 and '68, Frederick Etzold. While yet part of Union Township the latter's representative to the Board of Freeholders was from this locality in 1861-62, being Jacob Schwetzer, who resigned in the second year; he was succeeded by John Gardner, who took his place in December, 1862, and following him was Cornelius Van Vorst, in 1863. The Board of Councilmen attesting the annual report, before referred to, were Robert E. Gardner, Henry J. Rottmann, James Wiggins, Christian Rickert, Daniel Sturm, Carl Meyenberg, and John R. Wiggins, town clerk. The same collector who served the township of Union in 1863 was the earliest collector for this town. The school superintendent, Charles Siedhof, served in township and town.

Methods of Transit—Stages ran for many years from Hackensack to Hoboken, by way of the ancient Bergen Turnpike at the southerly border of the town of Union. In May, 1860 Goetz & Mechler announced for their Hoboken and Union Hill stage line a time-table making known to passengers at what hour they would run to North Hoboken and Dalleytown, and at what time the stage would make the direct trips through to Cox's Corners.

The stages of this firm and of the two proprietors acting independently operated during several years. These, as they superseded hacks, were superseded by horse cars, and time tables were soon issued announcing the hours at which cars left the station, and the point of connection with Bergenline avenue and Union street, for Gutenberg. Car tracks later ran within the town from Bull's Ferry avenue, along Lewis street and along Union street, to Bergenline avenue throughout its entire length. The tunnel of the West Shore railway passes under what is called the northern portion of the town, near the Union township line (now West New York), and ranges from the west to the east boundaries, at a depth of more than forty feet from the surface. Communication was had with the city by horse cars going every ten minutes, by way of Union street and Bull's Ferry avenue to Hoboken, or by means of Bergenline and Palisade avenues, via elevator, to Hoboken. The cars on return trips from Hoboken used the tracks on Lewis street. Cars to Guttenberg left the connection (Union street) every half hour. Access by way of the West Shore ferry added much to the saving of time in reaching the city.

Nicholas Goelz, mentioned above, became a resident of the town of Union in 1854, and after operating his stage line about five years, in the fall of 1859 he conceived the idea of converting the stage line into a horse railroad and called upon John H. Bonn, the future president of the company, and Jacob Schweitzer, who became its treasurer and held the position until his death, in 1884, to assist him in the enterprise. They, with Charles Spielmann, who for many years was the secretary of the company, William Hexamer and Peter Mechler (the latter the partner of Mr. Goelz in the stage line), formed the Hoboken and Weehawken Horse Railroad Company, which, in course of time, consolidated with other lines, under the name of the North Hudson County Railway Company. Mr. Goelz was made the superintendent of the company on its organization and continued in the position for some time. The fine condition of the horses and cars of the company, as also the prompt and regular service of the cars early and late, summer and winter, was largely due to the untiring zeal, supervision and care of Mr. Goelz, who, in the heat of summer or the snow storms of winter, was at his post of duty.

John H. Bonn, referred to above as president of the Hoboken and Weehawken Horse Railroad Company, became the president of the consolidated lines in 1865 and so continued until his death in 1891, a period of twenty-six years. During that time the several lines were extended and improved, new roads were built, and the system placed upon an efficient basis. In 1874 he built the first steam elevator in Hudson county, and with this the street cars, with the horses attached, were lifted to the top of the bluff, the process requiring only one minute. In 1884 he erected the elevated railway from Hoboken to Jersey City Heights, an iron structure ranging from fifteen to nearly one hundred feet high. This road was originally operated by cable, and was the first elevated road so operated in the United States. All these roads have adopted electricity as the motive power. In 1890 the great Weehawken elevators, of which Mr. Bonn was the originator, were begun, and on their completion, October 23, 1891, he made the first trip in them with several other gentlemen. The elevators were formally opened to the public on April 26, 1892. These great railway and elevator enterprises may be regarded as the best work of Mr. Bonn's life, although they were by no means the sum total of his remarkable achievements in the town of Union and other sections of Hudson county.

For the past twenty years trolleys have furnished the means of transit

in this vicinity, the route being through Bergenline avenue, the principal business portion of the town of Union. The trolley lines are operated by the Public Service Corporation of New Jersey. In opposition to the trolleys are busses or jitneys, with which North Hudson towns are honeycombed, and which have entered into spirited competition with the electric street railway lines during the past few years, the latter, as a result of the growing rivalry in passenger carrying, suffering a great loss of revenue, and an effort was made to have the competing bus lines removed. On the other hand, it has been recently claimed that if the bus lines were eliminated from the streets and highways of North Hudson to-day the trolleys would be wholly incapable of meeting the situation.

Early in 1923 it was remarked by a Hudson county citizen thoroughly conversant with the matter that "no student of economic and transportation conditions but would pale at the thought of bus service termination at the present time." Largely through the development of the bus service the remarkable building boom in the adjoining territory of North Bergen got under way. The leading bus line is the Hudson Boulevard system with its forty-two busses coursing from the Summit avenue tube station to Nungesser's place in North Bergen, carrying approximately 20,000 passengers a day, of whom 15,000 at least are North Hudson residents. The busses are the largest on pneumatic tires in existence, having a carrying capacity of fifty passengers, and run under a three-minute headway except during the early morning hours. They represent an individual investment of \$8,000, and are owned by private individuals who are banded into an association.

The Bergen Turnpike continues to be a subject of controversy regarding the matter of improvement, the same as in the days of yore, but it is far more costly to reconstruct and maintain the roadway to-day than in former times, the cost now being in the neighborhood of \$100,000 for rebuilding a mile of road, and now the road wears out more quickly owing to the constant and heavy traffic occasioned by motor trucks.

In Hudson county, in many cases, the roads are now built of granite block, which makes the cost of the road per square yard very high in comparison with a road built with gravel, but Hudson county gets no more State money for building a road with an expensive granite block pavement than a South Jersey county gets for building its gravel road.

The old Bergen Turnpike (Hackensack Plank Road) having been taken over by the Hudson County Board of Chosen Freeholders as a county road, the next step was the improvement of the ancient pike. Accordingly, a contract was awarded in 1922 to Robert Emmer, of Weehawken, to pave the section of the road between Gregory avenue and Hudson Boulevard. The pavement constructed by Contractor Emmer consists of a granite block surface on a reinforced concrete base, the cost of the improvement being about \$130,000. It was hoped that the section of the Bergen Turnpike from the Boulevard to the Bergen county line might be put under contract in 1923, but there were a number of difficulties to overcome, the principal ones being the construction of sewers by the township of North Bergen and the installation of underground water and gas connections. Grade maps were sent to the Boards of Council of the town of Union and the township of North Bergen in order that the established legal grade might be adopted by these towns. The estimated cost of the improvement is about \$350,000. Other roads in this vicinity are under consideration by the town and county officials for improvement, as the highways require constant attention to keep them in good condition.

Churches—The Evangelical Reformed Church, on the south side of Columbia street, constituted a church society on October 4, 1853. The earliest pastor of the church, Rev. Leopold Mahn, was duly installed on August 5, 1855. The elders were William Iske and H. F. Maackens; deacons, John Hoffer and John Kessler. The church building was a frame edifice, with basement and belfry, the original structure having been remodeled and enlarged in 1868. A new parsonage was built in 1883, taking the place of the one erected in 1854. Rev. John Justin officiated as pastor from June 25, 1865, for more than thirty-five years. In 1890 the church was enlarged, and in the next decade it became one of the most prosperous churches in Hudson county, mostly due to Mr. Justin's efforts. Mr. Justin was born in Germany in 1842, and came to this country in 1858, crossing the ocean in forty days, and settling first in New Brunswick, New Jersey. He entered Rutgers College and afterward the Theological Seminary, from which he was graduated with honors. In 1864 Mr. Justin moved to Union Hill. He traveled extensively, making several trips to the West and two abroad, including one to Asia and Africa.

At the present time the Rev. William Magee is pastor of this church. There is a large Sunday school connected with the church, also Boy and Girl Scout troops, Young Ladies' Mission, Young People's Society, etc. Preaching services are held in the church morning and evening on Sundays, the program being arranged in the following order: 9:15 A. M., graded Bible schools; 9:30, pastor's English Bible study class; 10:30, German sermon; children's English Sermonette; 2, graded Bible schools; 7:45 P. M., English sermon.

Monday, 4:45, confirmation instruction; 8, Young Ladies' Mission and Young People's Society meet. Tuesday, 7:30, Boy and Girl Scout troops. Wednesday, at 4, junior choir; at 8, German preaching service; at 9, consistory. Thursday, at 3, Women's Foreign Mission; at 7, Aid Society; confirmation instruction; at 8, English service; 8, men's chorus. Friday, at 8, senior choir.

Immanuel Church was instituted June 27, 1865, as a mission of the German Evangelical Association of North America. A small frame building, with belfry, was erected in 1865, on the west side of New York avenue, south of Lewis street. The Rev. Christian Meyer officiated, as its earliest pastor, in 1865-67. In 1884 this Union Hill Mission, which included service at Zion Kirche in West New York, was in charge of the Rev. John P. Lueppold, who resided on Palisade avenue, north of Lewis street. The present pastor is Rev. F. Egger.

St. Justin the Martyr Church was erected in 1875, at the corner of Pennsylvania avenue and Bergenwood road, in which Episcopal services were held. The building was sold and removed in 1881.

St. John's Lutheran Church was organized on February 17, 1878, and attached to the General Council of the Evangelical Lutheran Church of America. The Rev. Herman Shoeppe, who was installed as the pastor of this congregation on June 22, 1878, had charge also of St. John's Lutheran Church in West New York from October 19, 1879, to 1884. Services were held in the morning at the Franklin street church, and in the afternoon at West New York. Rev. Charles Boehner is the present pastor of this church. Services are held both morning and evening, and Sunday school is held morning and afternoon.

Grace Episcopal Church-Rectory, Morgan street, corner of Park avenue. Rev. George A. Anthony, rector for 1923. Services are held according to the

following arrangement: Holy communion at 8 and 11 A. M.; church school at 9:45 A. M.; evening service, choir rehearsal at 8.

Union Place Methodist Episcopal Church. Union place and Boulevard, Union Hill. Rev. R. C. Swift, pastor for 1923. Morning worship, at 10:30; Sunday school, at 11:45; Union place Men's Bible Class, at 11:45; Epworth League, at 7; evening worship, at 7:45.

Jewish Temple Emanuel, Liberty place, near Kossuth street. Rev. Herman Moskowitz, rabbi.

St. Augustine's (Roman Catholic), 318 Gardner street, Rev. Robert J. Byer, pastor.

St. Rocco's (Roman Catholic), 4554 Hudson Boulevard, Rev. Julius Triolo, pastor.

First Baptist Church, situated on the northeast corner of Franklin street and Bergenline avenue, was a small frame structure, built in 1866. The pastor in 1884 was the Rev. P. F. Jones. For 1923, the pastor was Rev. Robert F. Rollins.

German Pilgrim Baptist, a mission, had a small beginning, being organized in 1881, with only eight members. The church building was located on the north side of Morgan street, east of Hudson avenue. The pastor was the Rev. C. F. Sievers.

Church of the Holy Family was in a frame building, located east of Bergenwood avenue, on the north side of Jefferson street. It pertained to the diocese of Newark. In 1884 the Rev. J. N. Grieff was the pastor, continuing up to the present day.

German Pilgrim Baptist Church, of the town of Union, was organized on April 26, 1866, in Paterson street, in what was then Hudson City (now Jersey City Heights), with the following named persons as constituent members: Charles Kaiser and wife, Mr. Steinle and wife, Mr. Kittner and wife, Mr. Seidel and wife, Mr. Konig, Mr. Shard, and Mr. Lowenberg. The pioneer deacons of the church were Messrs. Kaiser and Kittner, and the first trustees were Messrs. Steinle, Kaiser and Lowenberg. This organization was doing a good work among the German population, and until May, 1881, the church service was held at Jersey City Heights, when the services were all transferred to the town of Union, where the church had in the year 1884 a comfortable frame house for worship, valued at \$4,500, with a membership of sixty-eight. The Rev. H. Gubleman was the pastor of the church from 1866 to 1882, and the Rev. F. Sievers from June 1, 1883 to 1885. The deacons of the church for 1884 were Messrs. Grepp and Branstedt; trustees, Charles Kaiser, Schaaf and Branstedt. The present pastor of this church is the Rev. William Swyter.

CHAPTER XIX

EDUCATIONAL, FRATERNAL AND SOCIETY ACTIVITIES— EARLY RESIDENTS.

Meagre facilities for education were manifest here at the earliest periods. It was happily in the way for Mr. Gardner, the elder proprietor of much of the soil in this section, to add to the general conveniences here. Tradition tells us that the immediate neighbors had the privilege of availing themselves of the tuitional services he employed, more particularly for the instruction of his own children. Private schools were established here as soon as the population showed signs of home settlement in any degree conspicuous. Among the prominent academies was that of Augusta Fredericks, conducted under

the supervision of Charles Siedhof, who was the town school superintendent in 1865-66. The institution flourished for years. Several other schools, with a parochial school or two, gained patronage. Miss Maria Brecht opened a select school on October 2, 1882, corner of Kossuth street and Palisade avenue. Miss Brecht was a graduate of a public school in New York City, and in 1884 she had thirty-six pupils in her little academy. She taught what she called the "English and German branches," and the children in her charge ranged from six to fifteen years of age.

The schoolhouse on Lewis street, devoted to the public's use, was at the command of the local educational department for more than a quarter of a century after it was dedicated on November 6, 1857. Repairs and additions were made from time to time as these were considered necessary. In the early 80's this school was deemed too limited in its appointments for convenience. The authorities were then upon the eve of dedicating a new brick edifice more commodious and better adapted to the requirements.

The new structure faced the east and stood between two streets, with ample means of illumination and ventilation, while its interior accommodations also commended themselves to the judicious mind. The Board of Education at that time, 1884, consisted of William Kothe, president, Henry Lohans, district clerk, Henry J. Rottmann, Ephriam DeGroff, Christian Gorman, Charles Heitzmann, Nicholas Goelz, Warne Smyth, and Robert Schlemm.

Associations and Clubs—Some forty or more years ago the Town of Union contained its charitable institutions that exercised a benign influence upon the community at that time and since.

Independent Order of Odd Fellows—The Odd Fellows order had a lodge working in the English and another in the German language. Jackson Lodge, No. 150, was the English, and Jefferson Lodge, No. 125, was the German. Both convened upon certain evenings in the week at Odd Fellows' Hall, Union street, and, according to their rules of order, discussions were there conducted in that "spirit of candor and open generosity, which leads men to the altar of concord and good fellowship."

These lodges were instituted by virtue of a warrant from the R. W. Grand Lodge of the State of New Jersey. The principal officers were elected by the members, and their term of service was fixed by the regulations. Members were elected after a form peculiar to the institution. Early initiation followed an election. During the earlier part of the year 1880, the following persons were initiated in Jackson Lodge or became three-linked brethren by card: Franklin Adriance, Calvin Clarke, Frank Meyer, Henry Petmore.

Free and Accepted Masons—An American and German lodge of the Masonic fraternity met on the west side of Hudson avenue, near Kossuth street, for many years. A Masonic hall, on Union place, was dedicated with impressive services in 1884. Palisade Lodge, No. 84, and Mystic Lodge, No. 123, were the lodges functioning in this locality at that time. This venerable institution maintains that wisdom dwells with contemplation; its members appeal to the Supreme Architect of the Universe to harmonize and enrich the heart with love and goodness. In His name they assemble, and in His name desire to proceed in all their doings. They entertain ceremonies designed to adorn the mind and exercise at their communications the intelligence of a senior and junior deacon, a senior and junior warden besides that of a number of other officials. Among the latter are a senior and junior master of ceremonies, and

a chaplain. A lodge ordinarily has its trustees, those of Mystic Tie, for 1884, being Harvey Wilkins, Anson B. Guilford, and Edwin B. Young.

Jackson Lodge, No. 150, of the Town of Union, was instituted on October 10, 1870. Members here had previously connected with Columbia Lodge, No. 63, of Hoboken. In respect to the second order here named—

"It is generally conceded that Masonry in this country dates from the year 1723, when the Right Honorable and Most Worshipful Anthony, Lord Viscount Montague, Grand Master of the Grand Lodge of England, appointed and constituted the Right Worshipful Henry Price as Provincial Grand Master over all the lodges in New England, who, on the 30th of July, 1733, constituted the first Grand Lodge of Free Masons ever opened on the American continent. This was known as St. John's Grand Lodge, which title it retained until it was united in 1792 with the Grand Lodge founded by the Earl of Balhousie, Grand Master of Scotland, of which General Joseph Warren, who fell in the Battle of Bunker Hill, was the first Grand Master."

Grand Army of the Republic—Ellsworth Post, No. 14, Department of New Jersey, met twice a month, meetings being held at Odd Fellows' Hall, Union. Officers were elected in December and installed in January of each year.

Veteran Association—Headquarters at No. 89 Union street. Meetings held first Monday evening of each month. Was organized in the fall of 1880. Officers in 1884 were: William Rottmann, president; Jacob Bowers, secretary.

A. D. O. H.—This "Sick Society," so designated in common parlance, held meetings in Odd Fellows' Hall, Union street. It was organized about the year 1862, as Worth Lodge, No. 217. Jacob Iffert, O. B., and Conrad Bickard, secretary.

Councils of the O. U. A. M.—Sobriety, Junior, and Garfield. The latter was operating in 1884. Union Hill Division, No. 7, A. O. H., had for the same year Thomas P. Wall as president; Patrick Woods, secretary.

Other Associations—A considerable number of ephemeral organizations figured here during the years between 1860 and 1885, many of which were mainly convivial or social in character. Occasionally the promptings of some ruling circumstance urged union of sentiment upon particular propositions, and organization prevailed for a season, the combination ceasing upon the accomplishment of the purpose. Similar ideas come forth when reading that Pioneer Hose and Liberty Engine Companies went on an excursion to Iona Island or that the annual ball of Fidelio took place at Meyenberg's, or when informed that the Weehawken Glee Club danced with their friends and were joyful at the Franklin street clubhouse. The Town of Union always seemed to admit that merriment had a share in human experience, and that "all work and no play makes Jack a dull boy." Accordingly, the reader may be assured that in any elaborate light of history the chronicles of the Town of Union carry many a festive event.

Only a partial glimpse of the town's history would be given were the historian to pass over vivid recollections that awaken on mention of certain headquarters so renowned among the oldest inhabitants as the California Store, corner of Main street and New York avenue; Ludlow's west side of Palisade avenue, corner of Kossuth street; the noted Mitchel's, east side of Palisade avenue; and Stoppel's, west side of Duran street (later Hudson avenue). These public resorts, named among the earlier residents of the region, are likely to stir some recollections and to provoke special comment.

Quite some attention was evinced by the residents here in musical matters. Lively appreciation, in fact, was shown the science in this locality. Several associations with the object of fostering the art have flourished, and a club, the Liedertafel, comprising twenty or more of the prominent citizens, having the encouragement of musical education among its objects, was incorporated by special act of the State Legislature on February 20, 1872. The following persons were the incorporators: Jacob Alt, Theobald Betz, Daniel Bermes, Charles Dilker, John Oschwind, Sr., Louis Linnmerth, Emil Lindors, Fredrick Michel, William Peter, Conrad Pieper, Charles Rau, Henry J. Rottmann, Conrad Schneider, Jacob Schweitzer, Christian Treche, Conrad Thomas, Frederick Vonderfalt, Henry Zander, Gottlieb Zurn.

About a score or more of societies and clubs flourish in this town at the present time, (1923) including in the list the following:

Alpine Encampment, No. 39, Independent Order Odd Fellows, meets at No. 517 Union place; Jackson Lodge, No. 150, Independent Order Odd Fellows, 517 Union place; Lady Jackson Lodge, No. 48, meets at No. 517 Union place. Arbeiter Maennerchor, 614 Union place. Austrian Sick Benefit Lodge, 614 Union place.

Benevolent and Protective Order of Elks' Union Hill Lodge, No. 1357, 404 Lewis street. This lodge has a larger membership than any other association in town, the number being reported as more than 2,600. The Elks Lodge displayed the charitable nature of the organization by opening a free clinic for the treatment of crippled children early in January, 1923. Eight applications were received at the start off for treatment at this free clinic, which was conducted by Dr. A. Urevitz, of West Hoboken, who assisted Dr. Lorenz, the noted Austrian surgeon, when he was treating crippled children in New York City. This is the first clinic of its kind to be opened by the Elks in the State of New Jersey. The clinic was started under the auspices of the welfare committee of the local lodge.

Companion of Foresters, No. 193, 517 Union place; Lady Foresters of America, No. 5, 517 Union place.

F. A. B. Social Club, 355 Broadway. Folk-Stamm, No. 263, U. O. R. M., 614 Union place. John Haas Association, 4471 Hudson boulevard. Hamilton Wheelmen, 4540 Hudson boulevard, High Point Council, No. 120, 517 Union place. Jaeger Hain, No. 30, U. A. O. of D., 614 Union place. Lincoln Council, D. of A., 517 Union place. Loyal Orange Lodge, 517 Union place. Pocahontas Lodge, R. of A. (Women's), 517 Union place. Union Club, 301 Fourth street, Thomas McCarthy, secretary.

North Hudson Kiwanis Club is one of the recently organized clubs in town. Meets every Wednesday at 12:30 p. m. sharp at 413 Union street. Officers elected in 1922; Arnold Rippe, president; James Agnew, vice-president; John E. Davis, secretary; Alfred J. Curtin, treasurer; trustees, William F. Burke, Edwin P. Fisher, Frank Galland, Otto Griesbach, Walter Kudlich, H. W. Maxson, Frederick J. Quigley, Edward Fetterly.

Ellsworth Camp, No. 33, Sons of Veterans, of Union Hill. Jefferson Women's Democratic Club of the First Ward, Union Hill. Mrs. Albert Frech, president. Palisade Council, No. 387, Knights of Columbus. American Legion Auxiliary, Union Hill Post, No. 46, 416 Fulton street. Union Hill Post, American Legion, 508 Blum street. Officers for 1923: John P. Foersch, commander; Albert Brenner, Sr., vice-commander; Christy Baum, Jr., vice-commander; John Goelz, adjutant; Henry Fricke, finance officer; Wilson Lord, sergeant-at-arms.

North Hudson Post, No. 9, Disabled American Veterans of the World

War, was organized early in 1923, with about fifty charter members, at a meeting held in the Union Hill Town Hall.

Town of Union Women's Democratic Club. Officers installed for 1923 are: Mrs. B. Hufnagel, president; Mrs. D. Kallert, vice-president; Mrs. C. F. Kuehn, recording secretary; Mrs. F. Holtje, financial secretary; Mrs. R. Geising, treasurer and Mrs. H. Kaiser, sergeant-at-arms. The following members to serve as trustees for the various terms of one, two and three years: Mrs. R. Stahl, Mrs. C. Sowa, Mrs. H. Hartman, Mrs. L. Meyle and Mrs. J. Cook, who, together with the officers, form the executive committee of the club. A house committee, the members of which arrange to take care of the social session given after each regular meeting, is as follows: Miss Helen Schmidt, chairman; Miss Viola Schruppf, Mrs. O. Pirl, Mrs. W. Meyer, Miss Catherine Dickson, Mrs. G. Stahl.

The Independent Democratic League of North Hudson was organized here early in 1923, with many leading Democrats enrolling as members of the organization. Secretary of State Thomas F. Martin, who is the proprietor of the "Hudson Dispatch," of the Town of Union, was made president of the League; vice-presidents, J. Emil Walscheid, John J. Daly, township committeeman of North Bergen township; Patrick J. Brady, former township clerk of North Bergen; Richard Miller, former mayor of West New York; treasurer, Congressman John J. Eagan; secretary, Joseph Stiliz, former mayor of West New York. The incorporators of the League are: Judge Francis H. McCauley, of the North Hudson District Court; Mayor Charles Leech, of Weehawken; Recorder John Platoff, of Weehawken; Thomas Dubelbeis, of North Bergen; Philip Payne, of West New York; John W. Juechter, of North Bergen. The object of the League is to combine practical politics with civic matters, and help to build up the Democratic party in Hudson county. The organization meetings were held in the Town of Union.

Talmud Torah, a Hebrew organization, installed its officers for the year 1923 at the annual meeting, held the first week in January, as follows: Mrs. Waldmann, president; Mrs. M. Cohn, first vice-president; Mrs. Miller, second vice-president; Mrs. Rosenfeld, third vice-president; Mrs. A. Eichman, recording secretary; Mrs. M. Abber, financial secretary; and Mrs. Davidson and Mrs. Dobke, trustees. Rev. Emanuel Halpern, principal of the Hebrew Institute on Franklin street, in speaking at the installation exercises, stressed the necessity for additional Hebrew schools, saying: "Fifty years ago we did not need to worry about such a thing as schools. The home then, supplied the religious necessities of the child. Judaism reigned in the home, on the streets and in all the surroundings of the Jews. To-day these things are sadly missing and the only religion that the children ever hear is in the school. The school on Franklin street is able to compete with any other school, but more schools are needed. We have 130 children in this school. About 200 are taught by private teachers. What becomes of the others?"

Early Residents—Martin W. Bode was one of the early residents of the Town of Union, coming here a few years after the town was incorporated, later becoming quite prominent in public affairs. He was born in Hanover, Germany, in 1848, and came to this country in 1866. In 1869 he moved to Union Hill and established a grocery store on the southeast corner of Columbia street and New York avenue, which he conducted for a number of years.

In 1892 Mr. Bode was elected a member of the Union Hill Board of Education and was reelected for three consecutive terms of three years each. During his last term he resigned after only one year of service, and was later elected

a member of the Board of Council of the Town of Union. He served for two terms during the years of 1901 to 1904. Mr. Bode retired from business activities in 1908, and on February 14, 1923, he died, after an illness of only one day. His wife died in 1913, leaving one daughter, Mrs. J. B. Franklin, of Cliffside Park, Bergen county.

Edwin B. Young was also a comparatively early resident of this town, arriving here about 1881, when he became superintendent of the Grove Church Cemetery at New Durham, which position he resigned in 1899. In 1891 he became extensively interested in real estate and in 1896 he opened a general real estate and insurance office at No. 433 Bergenline avenue, which business is still conducted, but at No. 429 Bergenline avenue. Mr. Young also established a mercantile collection agency, the first one of the kind in the Town of Union. Besides achieving marked success in real estate operations, Mr. Young was active and influential in the advancement of the town, a liberal contributor to its growth and moral improvements, and ever alert in increasing its useful institutions. He was secretary of the old Literary Society of the Town of Union, and later became one of the prime movers in organizing the Free Reading Room and Library Association, of which he was for many years treasurer, and of which he was an original director. It is safe to say that he was a founder and the chief organizer of this association, which succeeded the old Literary Society. Later a legislative enactment enabled the Town of Union, and other towns in New Jersey, to levy a tax for the support of such institutions, and this association has since been maintained by the public as a free library. Mr. Young, although an ardent Democrat, only held one political office, that of justice of the peace. He was a prominent member of various fraternal and social organizations, including Mystic Tie Lodge, No. 123, Free and Accepted Masons, of New Jersey, of which he was for four years the worshipful master; also a member of the Scottish Rite bodies, having attained the thirty-second degree of New York City, and of the Nobles of the Mystic Shrine, Masonic fraternity, and of the Royal Arcanum. In September, 1899, he was elected most worthy grand patron of the Order of the Eastern Star of New Jersey, and in the spring of 1900 he was one of the organizers of the Past Masters' Association of Hudson county, of which he was the first president. Mr. Young was married October 10, 1883, then being twenty-three years of age, to Henrietta Bell, daughter of Henry and Ellen (Westerfield) Bell, of the Town of Union. They had three sons: Edwin H., Ralph P. and Herbert E.

Another citizen of the Town of Union, who is prominent in business affairs and has been a faithful public official, is Louis Formon, vice-president and manager of the People's Safe Deposit and Trust Company of the Town of Union at the present time, having held the latter position for a number of years—in fact, since 1896.

In the spring of 1890 Mr. Formon was elected town clerk and served six years, being twice reelected without opposition, and so faithfully and satisfactorily did he discharge the duties of that office that when he resigned in 1896 to accept the post of bank manager, above mentioned, he was given a handsome engraved gold watch, bearing the following inscription: "Presented to Louis Formon by the officials and ex-officials of the Town of Union, New Jersey, for efficiency and faithful service as Town Clerk from April, 1890, to May, 1896." This is a silent but potent evidence of the esteem in which he was held by his fellow-citizens. In 1897 he was elected treasurer of the Town of Union for a term of three years. For fourteen years, from 1886 to 1900, he was actively identified with the local fire department, holding at various

times every office within the gift of his company, such as secretary, assistant foreman, and foreman. From 1892 to 1900 he was a member of the department's Board of Representatives and a vice-president of the State Firemen's Association. He has rendered valuable and efficient service in developing the town's fire department.

Mr. Formon was born in Brooklyn, New York, on July 24, 1854, and has been a resident of the Town of Union for more than half a century. His father died here in 1872, and his mother in 1898. Mr. Formon was married in February, 1879, to Elizabeth A. O'Brien, a native of the Town of Union.

One of the well-known business men of the Town of Union is August Frank, who established a pharmacy here nearly thirty years ago, located at No. 146 Bergenline avenue. He still continues the business, but his pharmacy is now at Nos. 408-410 Main street. In the growth and welfare of the town he has exercised much influence. Mr. Frank was born in Stuttgart, Germany, August 28, 1869, and there received his preliminary education. Coming to this country with his parents in 1881, he turned his attention to the drug trade, and in 1894 launched in business for himself.

John Conway took a conspicuous part in the local government of the Town of Union some thirty years ago. Mr. Conway was elected to the Board of Council for the years 1891, 1892, 1898, and 1899, and during one term was chairman of the Council. He was active and influential in Democratic party affairs. He was for three years chairman of the Board of Trustees of the Union Hill Fire Department, and was a member of Columbia Hose Company, of Union Hill, which he largely aided in organizing. In 1892 he associated himself with the Union Granite Company, located at the old Weehawken ferry landing, as a salesman in the factory, and a year later was made vice-president, and in 1894 president, which office he held for several years.

Charles Singer, Jr., the well-known real estate dealer of this locality, has long been a prominent figure in the Town of Union, where he was born July 13, 1868. His parents resided here over forty years, and the property owned by his father, at the corner of Palisade avenue and Franklin street, was the scene of the first mass meeting held for the purpose of hearing the town charter publicly read. When Charles was three years old the family moved to Utica, New York. Later they lived in Syracuse and Buffalo in that State, and in San Francisco, California, but when he was eleven years of age they returned to his home town, Union Hill, where they remained. Mr. Singer was graduated with honor from the public schools of his native town in 1882, and also attended a private school, developing in these institutions a naturally bright and quick intellect, and, despite his fun-loving disposition, being always studious and observing. After leaving school he entered the employ of the silk manufacturing firm of Givern and Brothers, where he remained fourteen years. During the greater part of this time he held a most responsible position as one of the managing clerks of the concern.

After he attained his majority in 1899, he was made a member of the Democratic Town General Committee, and for five years he was president of the First (old Third) Ward Democratic Club of the Town of Union. He was also an organizer and the first secretary and continued a member of the Democratic Central Organization. In politics he was always a leader of recognized ability, but never sought office. He declined all political preferment until April, 1896, when he was urged to accept the nomination for town clerk, which he did, though much against his wishes. He was elected by a large majority, and in April, 1899, was reelected for a second term of three years without opposition. In accepting this office he sacrificed, in a measure,

the bright and promising prospects which appeared open for him in a business career, but the selection of him as a candidate more than justified the wisdom of the choice. He conducted the town's affairs in a thoroughly business-like manner, creditable to himself and his constituents, and most satisfactory to all classes of citizens, irrespective of party. He proved himself more than equal to his task, and was acknowledged to be one of the best clerks the Town of Union ever had. Mr. Singer achieved a high reputation for ability and perseverance. As a public spirited citizen he was imbued with an exalted sense of patriotism and progressiveness, and by action and example exerted a wholesome influence in the community, whose respect and confidence he enjoyed to the utmost. He is one of the most popular and best known men, not only in his home town, but in Hudson county. He was one of the principal organizers of Palisade Council, Knights of Columbus, of Union Hill, and was chosen its first grand knight, which office he held for a long period. He was also an honorary member of St. Paul's Lyceum of Jersey City Heights, and a leading member of the Emil Groth Association, of the John J. Eagan Association, of the Union Hill Turn Verein, of the All Bees Bowling Club, and of the Hamilton Wheelmen. Being an expert accountant, he was at times in most of these bodies. He proved his efficiency in every capacity, and was justly recognized as one of the ablest accountants as well as one of the most popular young men in Hudson county.

William E. McCarty, when he had reached manhood's estate, exerted an important influence upon local affairs. He was brought by his parents to the Town of Union in 1868, when only two years of age, having been born in New York City in 1866. After leaving the public schools of Union Hill, where he acquired a good rudimentary education, Mr. McCarty associated himself with the paper rolling business in New York City, and also learned the trade of blacksmithing and horseshoeing with his father. Subsequently he entered the employ of Gardner V. Meeks, lumber dealers, and soon rose to the position of foreman. On reaching his majority Mr. McCarty identified himself with the Democratic party, and through his activity and enthusiasm rapidly gained distinction as an able and trustworthy leader. He early won the respect, and confidence of his fellow-townsmen, and in the spring of 1897 he was elected a member of the Town Council of the Town of Union on the Democratic ticket, and by reëlection held the office for two terms. He was also clerk of the Board of Trustees of the Free Public Library of Union Hill. He was past chancellor of Mount Alverno Council, No. 162, Catholic Benevolent Legion; past chief ranger of Court Palisade, No. 24, Foresters of America; and one of the founders of the Central Democratic organization, in which he held important offices; was also a member of the First Ward Democratic Club, and the John J. Eagan Association. In every capacity his sound common sense, unswerving integrity, and native ability and enterprise won for him a wide popularity. Mr. McCarty died a few years ago, and is survived by his widow, who resides at No. 307 Third street, Union Hill.

CHAPTER XX.

PRESENT DAY ACTIVITIES.

With one exception, the mayor and Council of the Town of Union was practically the same when reorganized on New Year's Day, 1923, as during the year 1922, the membership being as follows: Mayor, William Rannen-berg; councilmen, Charles G. Eichholtz, Jr., Albert Frech, Bernard Hufnagel,

Edward Meyer, Louis Nagel, Philip J. Reiner. Mr. Reiner was the only new member, and he had resigned from the Recreation Commission to take his place on the Board of Council as the successor of August Schall. The town clerk is Emil Bautz, Jr. The Town Hall is located on Lewis street and Palisade avenue.

Mayor Rannenberg told the Council in his inaugural remarks on January 1st that there were three things to do first of all during 1923. The first thing was to put up a new school in place of the old School No. 1; the second, to look to the sewer facilities in the Third Ward; and the third, to make street improvements wherever such improvements were shown to be necessary. The mayor also said that it was planned to spend as little money as possible during 1923, with the purpose in mind of lowering the town's indebtedness, both bonded and floating. The three things referred to above he insisted, however, must be done.

Standing committees of the council as appointed by Mayor Rannenberg for the year 1922-23 are as follows: Finance, Taxes and Assessments—Messrs. Eichholz, Frech, Meyer. Police—Messrs. Meyer, Nagel, Eichholz. Fire and Hydrants—Messrs. Hufnagel, Frech, Meyer. Streets and Sewers—Messrs. Nagel, Meyer, Frech. Grounds and Buildings—Messrs. Frech, Eichholz, Hufnagel. Printing and Election—Messrs. Hufnagel, Eichholz, Nagel. Alms—Messrs. Meyer, Nagel, Schall. Health—Messrs. Nagel, Schall, Hufnagel. Laws and Ordinances—Messrs. Schall, Hufnagel, Frech. Licenses and Salaries—Messrs. Frech, Hufnagel, Meyer. Legislation—Messrs. Eichholz, Schall, Nagel. Weights and Measures—Messrs. Schall, Hufnagel, Frech.

Town officers covering the same period were as follows: Treasurer, William E. Egan; collector of taxes, Thomas McClelland; recorder, Louis C. Hauenstein; attorney, Adolph J. H. Peters; physician, Abraham Schulman; poormaster, Jacob Morgenweck; building inspector, Thomas Dennehy; fire alarm inspector, Louis Seeck; superintendent of streets, Harry J. Fischer.

The town is divided into three wards, Councilman Frech and Nagel representing the First Ward, Councilman Hufnagel the Second Ward, and Councilmen Eichholz and Schall the Third Ward.

The total of expenditures for the cost of conducting the government of the Town of Union is steadily increasing year by year, the amount for the year 1923, excluding debt service, being about \$200,000. The debt service in 1922 was approximately \$182,000, while the total amount of the budget for that year footed up \$641,101.34, of which \$575,000 was raised by taxation, \$61,500 being received through other sources.

The cost of conducting the police department in 1923 shows an appreciable increase, the amount being \$63,500, whereas it was \$57,000 in 1922, a raise of \$6,500. A large item in the increase was the result of the provision made for adding three policemen to the force, in addition to which was the purchase of a Ford auto patrol at a cost of \$1,000, with \$50 provided for maintenance, a garage built for the housing of the patrol and the town's six motorcycles at an expense of \$1,000, and \$1,250 provided for the purchase of three new motorcycles to replace as many as were out of repair. Appropriations set aside by the mayor were: For buildings and grounds, \$5,000; for the fire department, \$7,000; street department, \$33,000; street lighting, including the addition of a number of street lamps, \$15,500; removal of ashes and garbage, \$7,000; public library, \$1,000; parks and recreation, \$1,000; Board of Health, \$400; two American Legion Posts and the Spanish War Veterans

for Memorial Day observance, \$200; St. Mary's Hospital, \$500, an increase of \$200.

The several departments also for the year 1922-23 were made up in the following manner:

Board of Assessors—Charles Singer Joseph Haas, Michael Modarelli.

Board of Health—Dr. William J. Sweeney, president; William C. Riesenberg, Thomas McCarty, Otto Stahl, Jr., Valentine Schruppf, Otto Viehweg, George Stoner. Clerk, George Grebe; plumbing inspector, G. Fred Holtje; sanitary inspector, Dr. Grant P. Curtis.

Free Public Library—Main street, corner New York avenue. William Mager, president; Charles L. Gallusser, George E. Cole, Albert C. Pardee, William Rannenberg, Joseph C. A. Borghi, trustees; Pauline Ewert, clerk; William E. Eagan, treasurer; Marie H. Kreyling, librarian. The library is open to the public on every week day, except Saturday, from 3 to 9 o'clock P. M., and Saturday from 1 to 6 P. M. The library is not open Sundays or legal holidays.

Board of Education—The office of the Board is in the high school building on Hudson avenue, between Lewis and Gardner streets. Sarah D. Smyth, president; James J. McClelland, Fred Holtje, Jr., Charles A. Brown, James G. Murray, vice-president; Frederick Ortel, secretary; William E. Eagan, custodian of school moneys; Luther N. Steele, superintendent of schools. School No. 1 is located on New York avenue and Morgan street; School No. 2, Hudson and 2d streets; School No. 3, Palisade avenue and Jefferson street.

Supervising Principal Steele furnishes the following interesting data for the year 1923 regarding the local public schools under his supervision:

High School—Clifford A. Morton, principal; 1,100 scholars and 40 teachers.

School No. 1—Robert L. Morrison, principal; 1,200 scholars and 28 teachers.

Roosevelt School—Wm. H. Govern, principal; 1,300 scholars and 38 teachers.

School No. 3—Walter B. Chamberlain, principal; 900 scholars and 21 teachers.

Special Teachers—Ten special teachers.

This makes a total of 4,500 pupils enrolled in the four schools, and 137 teachers to instruct them.

Standing committees of the Board of Education constituted as follows:

School Government and Manual Training—Mr. Brown, chairman; Mr. Murray, Mr. Holtje.

Grounds and Buildings—Mr. Murray, chairman; Mr. Holtje, Mr. Brown.

Supplies—Mr. Holtje, chairman; Mr. Brown, Mr. McClelland.

Finance, Printing and Law—Mr. Murray, chairman; Mr. Brown, Mr. McClelland.

Committee and regular meetings of the Board of Education are held once a month, on Tuesdays and Fridays, at 8 p. m., in the meeting room of the Board, Municipal Building, Palisade avenue and Lewis street. Committee of the whole meetings held once a month.

Schools of a private character now conducted in the town of Union are: Drake Secretarial School, 404 Lewis street. Oliver B. Chamberlin, principal, of Palisade avenue, Weehawken Heights. This school is open during the day and evening, and is a place to finish a business education.

Eagan School of Business, 25 Bergenline avenue. This also is a school to finish a business education. John J. Eagan, of Weehawken, is president of the school, and is also president of the Eagan Letter Company, No. 25 Bergenline avenue, Union Hill. The Eagan School of Business makes a specialty of furnishing office help.

Fire Department—The local Fire Department at the present time is comprised of six well manned and well equipped companies, two of which are engine companies, two hook and ladder, and two hose companies. The fire headquarters is located in the Town Hall, Palisade avenue and Lewis street.

Fire chief, Frank Schecke; assistant chiefs, Valentine Nagele and John Wolfe.

The following is the list of companies: Union Hill Hook and Ladder Company No. 1, Town Hall, Charles Feudel, Jr., foreman; Palisade Engine Company, No. 1, Town Hall, Peter Wilson, foreman; Pioneer Hose Company No. 1, 318 Franklin street, Philip Koerner, foreman, Columbia Hose Company, No. 2, 419 Main street, George Umscheld, foreman. Dispatch Hook and Ladder Company, No. 2, Palisade avenue, William G. Heilmann, foreman; Union Hill Engine Company, No. 2, 241 3d street, Gustave Heinseins, foreman.

There are thirty-three fire alarm boxes located at various points in the town, which is divided into six districts. Districts Nos. 1 and 2 are each provided with six boxes, Districts Nos. 3, 4 and 5 have three each, and District No. 6 has twelve.

Firemen's Relief Association—Otto Pirl, president of trustees; Benjamin Schenk, president of representatives; Robert Oehme, Jr., vice-president; Richard Engel, secretary. Headquarters, Town Hall.

The Exempt Firemen's Association, which meets at the Town Hall the first Monday of each month, has as its president Philip Diemer, and Philip Rottman as recording secretary.

Police Department—Headquarters, Town Hall, Lewis street and Palisade avenue. Chief, Frederick Menge; captain, Charles Friedel; lieutenants, Charles Billman, Charles Berenbroick, James H. Kissel, William Halloran; sergeants, Gustav Bertschy; Charles Gerber, Henry Wenning.

Police Pension Commissioners: John Haas, president; William Rannen-berg, vice-president; Walter M. Murphy, secretary. Meets at Town Hall.

Police Patrolman's Benevolent Association: Paul Scholz, secretary. Meets at Town Hall second Wednesday of each month.

Courts—The First Judicial District Court of North Hudson holds sessions at the Court House, Town Hall. Judge Francis H. McCauley; clerk, Henry Bender; sergeant-at-arms, Joseph Conway.

Recorder's Court—Sessions are also held in the Town Hall. Judge, Louis C. Hauenstein. Justice of the Peace, Alfred Blume, 100 Union street.

Post Office—This is known officially as Weehawken Post Office, located at No. 410 Lewis street, town of Union. Postmaster, Emil Groth; assistant postmaster, Walter M. Orr; superintendent of mails, Frank G. Thurnan. The post office is closed on Sundays and legal holidays; on all other days it is open from 7 A. M. to 8:30 P. M. Special department hours are as follows: Money order, 8 A. M. to 6 P. M.; registry, 8 A. M. to 8:30 P. M.; postal savings, 8 A. M. to 5 P. M.

Financial Institutions—Of the four banks in the town of Union, the Weehawken Trust Company, located on Bergenline avenue at Fourth street, is the oldest, having been organized in 1905, and is conducted by local people. The officers are: C. Henry C. Jagels, president; Henry J. Gordon, vice-president; Frederick A. Berenbroick, secretary-treasurer. In the bank statement of December 31, 1922, it was shown that the Trust Company owed to 11,728 depositors \$7,213,012.13; resources to meet deposits, \$7,933,012.13; leaving a surplus of \$720,000.

Mr. Berenbroick, the secretary-treasurer of the Trust Company, reported at the close of the year that an increase of about \$600,000 had been realized in the assets of the institution, and that in all lines it had been a successful

year; capital stock increased from \$200,000 to \$600,000, and the bank had so outgrown its quarters that it was obliged to erect a large addition. The bank also secured a number of new depositors.

First National Bank—The First National Bank of the town of Union, at Fourth street and Broadway, in its report at the close of business on December 30, 1922, showed the capital stock to be \$100,000; surplus and undivided profits, \$42,613.26; deposits, \$2,788,338.51; total resources, \$3,117,778.14. The officers are as follows: Daniel Bermes, president; James Roe, vice-president; Alfred J. Curtin, cashier; Joseph W. Heimbuch and William M. Rossignol, assistant cashiers; William G. Hille, counsel.

Cashier Curtin said that the bank's assets had increased about \$400,000 in the year just closed, and that there was a gain of 1,600 new depositors, the growth in the savings department being also particularly good, and the year had brought forth excellent results for the bank.

Merchants and Manufacturers Trust Company—This bank was organized August 3, 1917, and its banking rooms are located at No. 402 Lewis street, town of Union. As shown by the statement of the condition at the close of business on December 30, 1922, the bank's capital stock was \$200,000; surplus \$100,000; undivided profits, \$52,812.73; deposits, \$2,555,371.99; total resources, \$2,940,759.59. The officers are: Frederick W. Hille, president; John J. Eagan and Dr. Albert Kerr, vice-presidents; Francis H. McCauley, secretary; Edward A. Kuhlmann, treasurer. The bank has a savings department, and is a member of the Federal Reserve System.

At the close of business for 1922 President Hille said that it had been a very good year for the bank; the assets had increased about \$500,000, and similar increases noticed in all lines of the business, the number of depositors also increasing to a large extent.

The Trust Company of New Jersey—The main office of this bank is in Jersey City, but a flourishing branch is maintained in the town of Union, at Bergenline avenue and Hackensack Plank road, with Louis Formon, vice-president, and Rudolph R. Sievert, assistant treasurer. Mr. Formon said that as the local bank is only a branch, he could not say just what the assets were, but he knew that they had been large. The assets at the main office were reported as more than \$43,000,000.

In addition to the banks above enumerated, the town has six prosperous Building and Loan Associations, with assets mounting into the millions. These associations have been of great assistance in enabling persons of moderate means to own their own homes, and thus build up the town. The six associations are as follows:

Community Building and Loan Association—Meets at 17 Bergenline avenue. Officers: Alfonso Araneo, president; Herman Persky, vice-president; M. D. Morton, secretary; Aaron Engel, treasurer.

Greater City Building and Loan Association—meets at 140 4th street. Officers: Daniel Bermes, president; Leo Braverman, vice-president; Fred. C. Bereibroick, secretary; H. F. Otes, treasurer.

Hamilton Building and Loan Association—Meets at 161 Bergenline avenue. Officers: Albert Kerr, president; Paul B. Moos, secretary; Ridgely Schlemm, treasurer.

Hudson Finance Association, Inc.—Meets at 14 Bergenline avenue. Officers: Peter C. Beck, president; Benjamin Laster, vice-president; Max Jacobs, treasurer; Jacob Strober, secretary.

The Town of Union Building and Loan Association—Meets at 274 Bergenline avenue. Officers: Frederick C. Hansen, secretary; Jacob Schuster, Jr., treasurer.

Union Hill Building and Loan Association—This is the latest loan association in the town, being founded early in 1923 at a meeting held in the office of Schultz & Grauert, Manhattan building. About 2,000 shares of the first series were quickly sold. The first directors appointed were as follows: James F. Paisley, Jacob Cantor, Charles Petre, R. E. Lloyd, Charles M. Gardner, Thomas Dennehey, Emile W. Grauert, Stephen Jones, John Warren, James Picuri, Charles W. Schatzman, E. R. Grauert, W. Lang, E. N. Coe and Frank Hermance.

Population—In 1890 the population of the town was 10,643, while ten years later it had increased to 15,187, and in the next decade it took another jump, bringing the number of inhabitants up to 21,023 in 1910. In the next five years the gain was smaller, showing a total of 21,739 in 1915. The following five years showed an actual falling off, the census count in 1920 being 20,651, a drop of 1,083, but there has probably been a healthy increase the past three years.

Industrial and Business Activities—The industries of the town of Union are widely diversified, and labor, either skilled or unskilled, can be readily secured in numbers sufficient to meet any possible requirement. Factory sites within the town or its immediate suburbs can be purchased at reasonable prices, that is to say, such as would be asked if the land were wanted for any other purpose. Public sentiment is favorable to manufacturing industry, and financial aid could be obtained here. More than 2,000 hands are employed in the industrial plants, the principal ones in operation here in 1922-23 being in embroideries and silks.

Only a few years ago there were a number of breweries in Union Hill doing an extensive business in the manufacture of beer, but since the Volstead prohibition law went into effect nearly all the breweries have closed, and the buildings are used for other purposes.

The town of Union simply teems with thriving business places, covering many lines of trade. There are about seventy grocery stores, scattered throughout the town, a number being known by the term "chain stores." The town is also well provided with confectionery stores, there being about thirty catering to the public in that sweet line. Bakeries number seventeen retail and one wholesale. Dentists and druggists are quite numerous, but the former outnumber the latter by 23 to 8, in addition to which there are two dental laboratories. Meat markets flourish to the number of forty. The town is also well supplied with restaurants, there being thirty-two. While there are two dozen shoe dealers, there is double that number of shoemakers. When it comes to wearing apparel, the needs can be furnished by twenty milliners and thirty-four merchant tailors, four of the latter being ladies' tailors. Two score of agents are located here to keep real estate moving in town and outlying sections.

Besides four cigar manufacturers, there are twenty retail dealers. There are thirty-five retail dry goods dealers, and twenty-four dealers in fruit. Chinese laundries outnumber the American by seven to five. Of painters and decorators there are seventeen, while there are twenty-three plumbers, gas and steam fitters. The town has eight department stores, all located on Bergenline avenue. The automobile business is well taken care of in all its various lines, such as the sale of new cars, supplies, repairs, service garages,

etc. To look after the sick or injured there are about seventeen physicians and seven nurses. Dealers in men's furnishing goods number thirteen, and all located on Bergenline avenue with one exception. Only one 5c. and 10c. store.

Insurance agents are here in large number in all the various lines of the business, such as fire, burglary, accident, automobile, rain, life, workmen's compensation—in fact, any conceivable kind of insurance.

Saloons are still numerous, but not as many as in North Bergen and West Hoboken, there being about thirty here.

Theatres—Like other towns in North Hudson, the town of Union is provided with a number of amusement places, some making a specialty of moving pictures, those now in operation being the following:

Franklin Theatre, 13 Bergenline avenue. Louis Every, manager, 322 13th street, West New York.

Fulton Theatre, 283-288 Bergenline avenue. Samuel Crystal, manager, New York City.

Hudson Theatre Company, 401 Lewis street. W. H. Wood, manager, New York City.

Lincoln Union Theatres, Inc., 518 Hackensack Plank road. Louis F. Blumenthal, president, Jersey City; Charles Harring, treasurer, New York City; Henry Harring, secretary, Hackensack, New Jersey.

Pastime Theatre, 140 4th street, near Broadway.

Temple Theatre, 320 Bergenline avenue, near Second street.

The Twin Capitol and Twin State Theatres, more recently established amusement resorts in the town of Union, feature moving pictures.

All of these show places are well patronized by the fun-loving people of the town and vicinity.

Traveling minstrel shows, etc., occasionally visit the town and run off an entertaining program at some of these theatres, making only a one-night stand.

Proposed Consolidation—After continued agitation and much discussion of the subject of consolidating the seven North Hudson towns—Town of Union, West New York, North Bergen, Weehawken, Guttenberg, Secaucus and West Hoboken—official action was finally taken authorizing the holding of a referendum election to determine the question. Supreme Court Justice James F. Minturn, to whom the matter was submitted, fixed March 4, 1924. as the date for the special election.

Consolidation of the seven municipalities would create a city with a population of 140,623, as shown by the census of 1920, which probably has grown during the past three years to at least 150,000. West Hoboken is the largest in population of the seven towns, having more than 40,000, while West New York is second, with 29,926; North Bergen third, 23,344; town of Union fourth, 20,651; Weehawken fifth, 14,485; Guttenberg sixth, 6,726; and Secaucus seventh, 5,423.

The election was held on the authority of an act passed by the State Legislature on March 20, 1923. The act provides that any two or more contiguous municipalities of the seven may consolidate if it is the desire of a majority, in the event that the larger consolidation is not adopted.

The act provides in part as follows:

The municipalities which have decided to incorporate as a city shall continue to exist until noon of the first day of January next succeeding the first municipal election for the government of the new city, and the officers of said municipalities who shall hold office at the time of the making of the order of incorporation aforesaid shall continue to hold their respective

offices until the first day of January next succeeding the first municipal election for the government of the new city, and shall until that date continue in the exercise of their functions as if the said municipalities had not been incorporated as a city.

Immediately upon the installation of the new city government the mayor or other head officer of said government shall take and receive all cash on hand in the possession of the fiscal officers of the consolidating municipalities, giving acquittance therefor, and shall turn the same over to the proper fiscal officers of the new city. He shall also supervise and direct the transfer of all personal property, books, papers, vouchers, or other documents belonging to said consolidating municipalities to the proper officers of the new city government, and shall cause a complete inventory of all assets, real and personal, thus received by said new city government to be made. He shall also forthwith have all the accounts of the consolidating municipalities thoroughly examined and audited by one or more expert or certified public accountants, who shall make a report of their said examinations and findings to him, and said report shall be filed with the fiscal records of said new city.

Such election was held March 3, 1924, with following result:

	<i>For.</i>	<i>Against.</i>
West Hoboken	1,631	1,281
Union	1,071	774
West New York.....	1,064	1,354
North Bergen	1,815	2,809
Weehawken	687	1,713
Guttenberg	218	614
Secaucus	61	352

As seen, West Hoboken and Town of Union being the only towns voting in favor, lose their identity as such on January 1, 1925, and become one municipality under a name to be decided upon.

CHAPTER XXI.

TOWN OF GUTTENBERG—ORGANIZATION, IMPROVEMENTS.

Guttenberg arose from an enterprise known as "The Weehawken Land and Ferry Association," which suggested the plan for a settlement of a new village. An outline of the property took shape in a map drawn of the tract of land showing numbered lots, avenues and streets. The map was filed at the county clerk's office on June 7, 1853, and made a public record. In subsequent years the widening of roadways made it expedient to direct surveys at a later date. The original map of 1853, William Hexamer being the surveyor, was therefore followed by a second map in 1870 by Delos E. Culver. Deeds conveying property in this section generally contain the clause "being part of a tract of land known by the name of Guttenberg."

As a town under municipal authority, the area of Guttenberg is small, extending from the Hudson river on the east to the Bergenwood road on the west. The Bull's Ferry district of North Bergen is the northern boundary, and the southern boundary is the northerly line of Union township.

Immigration increased quite rapidly along about the year 1852. The "New York Herald," in its issue of April 7, announced the incoming at that port of more than 299,000 passengers from foreign ports during the preceding year, and only a few days before, the "New York Times" made the statement that "a city almost as large as Philadelphia is annually emptied from ships upon the New York docks." Such a remarkable influx by immigration awakened the spirit of enterprise, and as a result the suburban settlements increased in population quite rapidly, a quickened progress in the matter of land sales being noticeable in this vicinity. The Weehawken Land and Ferry Association covered by its holdings a considerable area, and lively sales were made to purchasers seeking building sites here. In the years 1854-56 the deeds given

by the association are signed by John Hofer as president and Aaron Frank as secretary, enumerating lots in Guttenberg. The date of the organization of the association appears to be January, 1853, with thirty shareholders who chose officers, trustees, and a finance committee, announcing the purpose of the association to be, to divide the building tract into lots and dispose of them "at a moderate price."

The Land and Ferry Association gave their attention almost exclusively to sales of their building lots. The fourth clause of the fifth article of their constitution was never in full operation. It may be said, however, that it had merely spasmodic force, coming into play when the season of travel supplied the passengers. Nevertheless, the clause is part of the constitution adopted in 1853, and declares that "Until the Ferry Company shall be able to run its own boats, arrangements have been made with the owner of the Bull's Ferry boat to land and take passengers at the property." An enterprise resulting in the establishment of a ferry half a mile south of the Guttenberg dock rendered any special exertions in this direction useless, although, as may be observed, there is here a diversion from the original purpose of the association. Probably a reason appeared for not pushing this ferry enterprise.

Guttenberg was organized as an independent municipality in March, 1859, when it was set off, in company with Weehawken, from North Bergen township, it was designated as "All that part of the Township of North Bergen shown on a map of the new village of Guttenberg, laid out by the Weehawken Land and Ferry Company, etc., and is hereby created into and designated as the Town of Guttenberg in the County of Hudson." The governing control was vested in a board of five councilmen to be elected at the annual town meeting in North Bergen township from the residents of said town, they to appoint a town clerk, treasurer, etc. Its initial efforts to establish an independent government were far from being successful for its vaulting ambition prompted an expenditure of money not warranted by its area and population, and the little town's prosperity was hampered by financial troubles. As its bonds fell into disrepute, public improvements came to a standstill. But through the energy and pertinacity of its citizens, it has surmounted its difficulties and is now a prosperous section of the county, and in splendid financial condition.

A movement was started as early as the year 1836 to widen Bull's Ferry road, this road crossing what is now the town of Guttenberg. In May, 1859, special measures were matured for the improvement of a portion of the Ferry road. That part included the distance from the easterly line of Bull's Ferry road to the dock on the river front. On August 15 an assessment for this work was confirmed. At that period among the councilmen were Adolph Meckert, Peter Handwerk, John P. Weisgerber and Heinrich W. Tigges. As years passed, there were several proceedings and enactments relative to the work done upon this road. On February 28, 1868, a supplement to the town charter was passed permitting seven thousand dollars to be levied under an ordinance for the improvement of the Ferry road; a supplement preceding this, adopted March 22, 1864, also related to the improvement of this road. All the "improvements" making the Ferry road the most eligible of the local thoroughfares were really more of the fancy than of fact. The Ferry road assessment occasioned much gossip for several years, leaving a limited area for its levy. Finally the assessment spread all over the town. On October 20, 1868, at least sixty-two plots or parcels of land were announced for sale to meet demands for this street assessment, besides added costs, interest, and

expenses. Henry Meyer was chairman of the Council at that time with these members: A. Meckert, F. Walker, Joseph Swartzmeyer, Christopher Farnkopt.

Special ordinances were drafted serving the popular advantage. Schemes were entered upon, regulating grades and facilitating drainage. Streets gained improved appearance by being given more regular and even surfaces; the avenues were curbed and guttered, flag sidewalks were laid, and access to one and another point improved in various ways. Among the more prominent labors in these directions, mention is made of a few projects which were shown by the results following the Hudson avenue improvement, for which an assessment was levied in 1864. Then came the sewer from Hudson avenue to Ferry road, an assessment for which on May 28, 1875, was confirmed. The improvements as to grade of Second, Third, Fourth, and Fifth streets caused some comment; assessments for which were matured in September, 1879, when assessments were also made for the curb, gutter and flagging along Hudson and Hermann avenues.

By a financial statement as to the local improvements, published early in the year 1877, it is shown that the total amount assessed for was: First street, to September 10, 1874, \$4,935.93; Second street sewer, to May 28, 1875, \$2,111.21; Fourth street, to January 7, 1876, \$2,040.55; Fifth street, to April 2 1875, \$2,715.10; Hermann avenue, to August 6, 1875, \$40,157.82; Hudson avenue, to March 15, 1875, \$44,271.66. Regarding the First street assessment the treasurer that year says: "All the improvement certificates issued on First street, numbered from 1 to 13, were redeemed and cancelled, which together with the fees of the commissioners and the printing of billheads, amounting to four dollars, makes the amount exceed the amount of assessment as made by the commissioners, \$29.95, said amount being due from the town to the treasurer."

Only small sums were collected upon the other assessments. In the annual report issued in 1884 it was shown that the amount due April 1, 1881, upon what is termed the Second and Third street improvement was \$9,363.18. The latter sum was reduced by payments up to April, 1884, to a total of \$8,776.54. The amount due upon the Fourth street certificates at the latter date was \$332.07; amount due upon Fifth street, April 1, 1884, was \$699.85; due at latter date on Hermann avenue accounts, \$30,877.28, and at the same date on Hudson avenue accounts, there was due \$40,488.20. An improvement in the financial condition of the accounts was reported by the board that closed its labors on March 31, 1884. Councilmen for 1882-83 were: George Sneath, chairman; August Umhofer, George N. Klecflugel, David Keddie, Charles Klein. For 1883-84 they were: George N. Klecflugel, chairman; August Umhoefer, Henry Misegades, Peter Handwerk, John Minnix.

Ordinances multiplied with the lapse of years, the record taking a wider range as time passed and with the increase of population. The recorder in service in 1879 in a casual way remarks in his annual report, "Everything has been provided," and the recorder occupying that office in 1882 says, "The ordinances are intended to inure to the best interests of the town." Every year presented an exhibit of valuations as follows: For the year 1874, Guttenberg, \$564,600; 1876, \$543,750; 1877, \$445,000; 1881, \$376,400; 1882, \$377,300.

All the expensive diversion over Ferry road by the town authorities did not produce the much desired ferry, although from time to time there were passed by the State Legislature several acts regarding the subject. The earliest of these, approved March 25, 1869, was "An Act to incorporate the Guttenberg Ferry Company." During the summer occasional landings were

made at the dock here, keeping up a sort of ferry convenience by a number of steamboats. This was the case when the steamer "John Hart," Captain Green, and the steamer "Mercury," Captain H. Mallan, at an early period, made stated trips to suburban resorts. The steamboats "Only Son" and the "Thomas E. Hulse," Captain George Annett, also made this a landing place. The ferry at Guttenberg seemed to be a thing of the dim distant future, and while on its uncertain way, its seekers can be led to an incident among historical characters, persevering in the line of river navigation, by the following narrative of the first experiments of Robert Fulton, from the pen of R. N. Haskins, of Buffalo:

Some years since, I formed a traveling acquaintance upon a steamboat on the Hudson river with a gentleman who on that occasion related to me incidents of the first voyage of Fulton to Albany, in his steamboat the "Clermont," which I had never met with elsewhere. "I chanced," said my narrator, "to be at Albany on business when Fulton arrived there in his unheard craft, which everybody felt so much interest in seeing. Being ready to leave, and hearing that his craft was to return to New York, I repaired on board and inquired for Mr. Fulton. I was referred to the cabin and I there found a plain, gentlemanly man, wholly alone and engaged in writing. "Mr. Fulton, I presume?" "Yes, sir?" "Do you return to New York in this boat?" "We shall try to get back." "Can I have a passage down?" "You can take your chance with us, sir." I inquired the amount to be paid, and after a moment's hesitation, a sum—I think, six dollars—was named. The amount in coin I laid in his open hand, and with eye fixed upon it, he remained so long motionless that I supposed there might be some miscount, and said to him: "Is that right, sir?" This roused him as from a reverie, and as he looked up at me the big tear was brimming in his eye, and his voice faltered as he said: "Excuse me, sir, but memory was busy as I contemplated this, the first pecuniary reward I have ever received for all my exertions in adapting steam to navigation. I would gladly commemorate the event over a bottle of wine with you, but really I am too poor even for that, just now; yet I trust we may meet again when this will not be so."

The voyage to New York was successful, as all know, and terminated without accident.

CHAPTER XXII.

LOCAL INDUSTRIES, STONE QUARRIES, EARLY SETTLERS.

Among the local industries of Guttenberg was the business of brewing, which was buzzing in this section at one period, two important breweries being located here, but that was long before Mr. Volstead spread his prohibition enactment over the United States. The first establishment was on Belle Vue avenue, near the river, and the other manufactory of wet goods was on the east side of Bull's Ferry avenue, between Franklin and Hermann avenues. Otto Kohler, for a time connected with Andrew Fink and subsequently with Woltze Kamena, had the supervision and ownership of the former, and Adolph Heckert the latter concern. Most of the lager sold by these manufacturers went to New York City. But at one time large quantities of the beer turned out by the concern of which Kohler was the head went bottled to distant points. Andrew Fink, on withdrawing from the firm, established himself in the city, and Woltze Kamena, who had served as accountant for the old firm, formed a co-partnership with Kohler. The latter firm continued a number of years, but the business was eventually conducted after Kamena's withdrawal, for a brief period, under the firm name of Kohler & Son. Otto Kohler was a prominent resident of Guttenburg, efficient at many adventures, and never disposed to discourage any reasonable effort to advance the interests of the town. Business received his principal attention, although public affairs gained a part of his notice. He took delight in his leisure hours in rearing the tropical cactus, and the grape vine also received his marked attention. The brewery building occupied by this firm gave an embellished appearance to a location so rocky as the Palisades, it being considered somewhat of a landmark.

Meckert's Brewery was situated at a less conspicuous point; but adjoining it was a grove, with summer houses and like cozy allurements to what is popularly styled public gardens. The hall and other appointments of the establishment had ample accommodations to meet the demands of pleasure seekers. After Meckert's demise, the business was conducted by several parties, among whom was Hauenstein & Weiss. About all that the breweries can brew at the present day is the so called "near bear," which is said to be a very poor substitute for the beverage concocted in our grandfather's day.

Earlier manufactories here, among others, were those of Mr. Deegan, Frederick Dedereux, Philip Gregory, F. T. Lilliendahl & Company and Thomas Weckesser. One industry that stood out most prominent was the walking-cane manufactory of Frederick Walker, at the corner of Hudson and Belle Vue avenues. Admirers of the beautiful scenery were attracted to this point of vantage during the warm periods. Mr. Walker, who hailed from Germany, bought three building lots here in 1856, and in April, 1861, took possession of the brick structure he had erected the previous year. On January 27, 1880, Mr. Walker died, aged sixty years, and was survived by a widow and eight children.

Beverages of various kinds were served by Michael Clark at the southwest corner of Bull's Ferry road and Hudson avenue. Among Guttenburg's carpenters, masons, and builders were Charles J. Asimus, Michael Clark, Jacob Kaechele, Philip Mendel, Christopher Haller, Peter Handwerk, Joseph Loeffler, Peter McMahon, William Sauerland, George Sneath and George Weil.

Cigar manufactories were conducted by Joseph Beickert, C. W. Hoppe, Frederick Morey, John Schultz, and A. Weckesser. August Herzog, who arrived in the United States in 1865, was an inventor, patentee and a skillful artist, engaged in the manufacture of various instruments, including those of measurement for railroad engineers and ship builders. Other business enterprises of more or less prominence were those of Edward Ahrens, J. E. Iits, William Prosser, Henry Schneider, Louis Emmerich, besides others. The manufacture of embroideries predominates in the industrial life of Guttenburg, there being about thirty firms engaged in this enterprise. Establishments engaged in other productions are noted below, the largest number, however, being manufacturers of chemicals. On the River road are located the Central Chemical Company, and United States Chemical and Organic Products Company. The Craven Company has their laboratories on 27th street. The United States Pearl Button Manufacturing Company is an incorporated company. The president of the corporation is Abraham Singer; the treasurer, Ladisloy Emr; the secretary, Edward G. Clogg. A specialty is made in producing shirt buttons. Concrete roofing tile is manufactured by the D. & P. Roofing Tile Company. The works are located on Polk street; Adolph G. Drapp is president, and L. C. Poellot secretary and treasurer. The Divine Voice Phonograph Company, Inc., is engaged in the manufacturing of phonograph cabinets. The Glove Silk Corporation on 25th street has the following officers: Alfred J. Sadi, president; Burton L. Maxwell, secretary, and Frank H. Salfeety, treasurer.

Among the important business houses of Guttenburg is the F. W. Hermann Company, engaged in the hardware ship chandlery trade on Park avenue. The company was incorporated under the State laws of New Jersey in 1911, by Frederick William Herrmann and his four sons, Frederick William, Jr., Daniel, George, and Alfred.

Stone Quarries—Like other sections in the region of the Palisades, Guttenburg also had its stone quarries, which created much activity locally in that industry. Bergen Hill with its extension to the Palisades, presented a show of trap-rock in great quantities, and much of this had been manufactured by the quarrymen into Belgian blocks many years ago for street improvement in Washington, D. C., New York City, and elsewhere. Many of the residents made of this vocation a steady source of emolument, this industry contributing largely to the general thrift and prosperity of the community.

Early Settlers—Early in the last century there stood upon the summit, in the rear of Meckert's Brewery, a log house. It was encompassed by a clearing and was occupied by John H. Rapp, his wife Elizabeth, and several children. Of the latter Elizabeth married Benjamin Westerfield; Ann married James Brower; Katrina married James Greene; Maria married Samuel Moore; Syntie married Barney DeKlyne; Henry married Katie Dodds; Conrad, nicknamed Coon; John, who died when about thirty years of age. This old home was occupied by the Rapp family for many years. Rapp and his better half came from Europe, the former being what is styled of the High Dutch, and the latter of the Low Dutch race. Rapp's old log cabin was still standing about the year 1830. Lands near them were owned by D. Van Winkle on the north, while the adjoining land was held by David Lozier and Michael G. Vreeland, of Teaneck. It is thought to be quite probable that Rapp and his family were the only inhabitants for several years of what is now the town of Guttenberg. The son, Henry Rapp, who married Katie, or Catharine Dodds, and who died August 6, 1880, aged eighty-seven years, proved himself a worthy son of a worthy sire in replenishing the earth. His children were Eliza, who married Anthony Samler; Sarah, who married John Green; Sophronia, who married D. Westerfield; Hannah, twice married; James, David, and John.

Benjamin Westerfield was another early settler in this locality, who was born June 14, 1775. He married Elizabeth Rapp, who survived him many years. The father of Westerfield resided at Bull's Ferry, near the river. The lands occupied by the Westerfield family were situated on the west side of Bergenline avenue and had been purchased by General Ives for the heavy timber upon them. The timber was cut down and sent on river rafts to the shipyards. Something like fifteen acres of the area thus cleared were bought by Benjamin Westerfield, who located here. The frame house erected then was still standing in 1890. For cultivation the location was in a measure very favorable. Peach trees there, about 1820, yielded an abundance of choice peaches. Fruit was in no wise scarce in the vicinity; a few years later old residents discovered on the Rapp tract ancient trees bearing Harrison apples, Spitzenbergs and fine plums, the latter being of the large blue variety. Westerfield and his neighbors sent their fruit and garden produce to the city market by the Huyler ferry. A periague and rowboats were in service at this ferry. In seasons of great abundance, it was mentioned by an old resident, his eyes twinkling with delight as he made the remark, that peaches were taken in large quantities to Demarest's cider mill and still. Two kinds of whiskey and peach brandy were made at this establishment. Demarest's mill was near what is now Fairview borough, Bergen county, and the old resident remarked: "O, many and many a load of apples have I carted there." Westerfield, who continued to occupy the premises described until his death, had a number of heirs, comprising daughters and sons as follows: Ann, who married James Wiley; Eliza, who married Hiram Seely; Hannah, who married William N. Day; Catherine, who married Richard Earle; Bridget, who

married John McDonald; Jasper, who married Sarah Day; John, who married Mary Short; Henry, who married Eliza Danielson; Cornelius, who married Adeline McLane. By a deed of conveyance bearing date August 11, 1821, to William W. Cowan, of New York it appeared that Benjamin signed his name Benjamin C. Westerfield. Benjamin had five brothers and one sister named Hannah. The brothers bore the names Jasper, David, James, Cornelius, and John. At Benjamin C. Westerfield's death, which occurred about the year 1829, the real estate became the property of the heirs, who disposed of the bulk of it to the land association then located here. The homestead was occupied for several years by John. This property was west of Bergenline avenue.

The real estate holdings possessed by the Rapp family were near the Hudson river and about the brow of the hill. According to one informant, it included "the log house, the orchard and the land around it." On March 26, 1816, Martin Winne and Rachel, his wife, of Bergen transferred to John, mentioned as the seventh child in the previous record, about five acres of land adjoining "the outwater line on the Hudson," the tract being bounded north-east by lands of D. Van Winkle, east by the North river, southwest by lands of D. Lozier, and west by lands of Michael G. Vreeland. By the last will of this John, bearing date September 4, 1826, all the property in him vested, is devised to his father and mother. The witnesses attesting to the instrument are neighbors of the testator: John Bertolf, Michael Carley, and John Brower. Subsequent to the demise of John, the care of the father in his extreme age devolved upon the daughter, Elizabeth, the widow of Benjamin C. Westerfield. At about this time five acres of land came into possession of Mrs. Westerfield, and these were ultimately conveyed to William Cooper, who bought other lands in the vicinity. The territory was then known by the name of Slonga. About the year 1837, Cooper enlarged the cottage he resided in. His real estate here became the property of the Weehawken Land and Ferry Association. Mr. Cooper was twice married. His surviving heirs were two children by each wife: Fanny, James, William and Nellie.

What is regarded as an ancient landmark in Guttenberg is Herman Klein's blacksmith shop at No. 73 Park avenue, next door to his present home. The old "smithy," which was conducted by Herman and his brother, stands just as it did in the long ago, but is now the home of iron workers.

John McMahan, Katherine Malady, Henry Sauerland and John G. Hess were in business in Guttenberg about forty years ago, and they are still here. McMahan was then engaged in business as a peddler of fruits and vegetables, but now conducts a candy and cigar store at No. 20 Bergenline avenue. Miss Malady kept a candy and cigar store on Park avenue, between Twenty-third and Twenty-fourth streets and also had charge of the post office. Although Miss Malady does not now have anything to do with postal affairs, she still sells candy and cigars at No. 66 Park avenue, and is also agent for an undertaker. Henry Sauerland was a cigar maker at No. 123 Twenty-sixth street in the early eighties, and is still located at the old stand. John G. Hess, of No. 60 Twenty-fifth street, was a wood turner forty years ago, and is still active in that occupation at the same location, besides being the present town treasurer.

Louis Emmerich, now retired and a resident of West New York, conducted a meat market at the northwest corner of Park avenue and Twenty-fifth street, Guttenberg, thirty-five years ago. At the same time, John J. Daly, who now resides at Woodcliff, operated a saloon on the present site of the First National Bank at Bergenline avenue and Twenty-fourth street.

Edward Gallagher, who was engaged in quarrying for some years, has served as a member of the Council of Guttenberg, a member of the Guttenberg Fire Department, and as a Justice of the Peace. William J. Eypper also held the office of justice of the peace, being elected to the position in 1897, and served five years. In 1898 he was recorder of Guttenberg. In 1896 he was elected tax collector, and reelected in 1899 for a second term of three years. John J. Daley, a native and lifelong resident of Guttenberg, being born in 1860, was for four years a commissioner of appeal, and was especially active in the formation and development of the Guttenberg Fire Department, being an organizer of Companies 1 and 4, and an exempt member of Hook and Ladder Company No. 1. He was also for four years a councilman of Guttenberg.

When less than one year old John Zeller came to this section with his parents from New York City, where he was born in December, 1855. He became a recognized leader in the Democratic party, and was assessor for the town of Guttenberg from 1883 to 1886, a member of the Guttenberg Town Council in 1890 and 1891, and an assemblyman in the New Jersey Legislature in 1892 and 1893 from the Eleventh District of Hudson county, comprising the townships of Union and North Bergen, the towns of Union, West Hoboken and Guttenberg, and the north part of the township of Weehawken.

Herman Walker, who came to Guttenberg with his parents in 1860, when he was ten years of age, was born in New York City April, 1850. He became very prominent in the business and official affairs of Guttenberg, filling many offices of trust. From 1878 to 1900 Mr. Walker was extensively engaged in the real estate business, acquiring property throughout Hudson and Bergen counties. He became chief owner of such well known tracts of land as Highwood Park, Eldorado, Grand View, Hudson Heights, Bergenwood Park, Cliffside Park, and others, having later taken title to the Van Vorst tract in West New York, containing 345 lots. He was chiefly active in the creation of what then constituted the finest section of Union township. He was president of Eldorado, the famous amusement resort, and was one of its originators and second largest stockholder. He was also president of the North Hudson Land Company, of the New York and Rochester Steel Mat Company, and of the Hudson View Land Company. He was an officer and stockholder in many other corporations. In 1890-91 he was vice-president of the New Jersey State Firemen's Association. He was a member of the Union League Club and other organizations.

Mr. Walker was one of the most influential leaders of the Republican party in Hudson county, and he was a delegate to nearly every New Jersey Republican State Convention from 1871 till 1900, and for twenty years he was a member of the Hudson County Republican General Committee. As the candidate of the Republican party and Jeffersonian Democrats for county clerk of Hudson county in 1889, it is claimed that Mr. Walker was rightfully elected, but was defrauded by the notable election frauds of that year. In Democratic Guttenberg, however, Mr. Walker's popularity was such that he never failed of election to any of the many offices for which he was a candidate. In 1878 he was assessor and clerk of the joint committee to set off the town of Guttenberg from the township of Union. From 1878 to April, 1886, he was town clerk of Guttenberg. He was town recorder from 1881 to 1886 and again, from 1888 to 1895, held the same office. He was a member of the Board of Councilmen in 1886, 1887, 1897, and 1898, and held the position of chairman of the board in 1886 and again in 1897 and 1898. As the chairman of the Board of Councilmen he was by courtesy called mayor. He was also justice of the peace from 1879 to 1899.

Mr. Walker throughout his business career exhibited a remarkably progressive and enterprising spirit and was active in securing and suggesting the execution of projects of great public interest. In August, 1875, he married, at Guttenberg, Diana H., daughter of John and Diana Behrens, and had four sons and two daughters. One of the sons, Rutherford H. Walker, is now conducting an extensive real estate business, his office being at No. 72 Twenty-fourth street, Guttenberg, which is also the place of business of the Herman Walker estate.

One of Guttenberg's oldest citizens was Conrad A. J. Esperer, but he was not one of the oldest residents as he had resided here not quite forty years. His first home in North Hudson was a small one-story frame building next to the one at No. 72 Adams street in which he died on January 5, 1923, aged eighty-six years. He erected the house with his own hands, being a carpenter by trade, and took about three years to complete it. Next, he built an addition on the north end and when that was finished he erected the house in which he lived at the time of his death. Mr. Esperer is survived by his wife and one daughter, Mrs. Caroline Hieb, who resides at No. 72 Adams street. Andrew Girsham, who served with Colonel Ellsworth's Zouaves in the Civil War, took up a residence in Guttenberg in 1867, and achieved prominence in public affairs, especially in town matters. In politics he was a Republican. He served as constable for nine years, as a justice of the peace for five years, as recorder of Guttenberg for three years, and as a school trustee for twelve years, being district clerk for about five years. On June 22, 1898, he was commissioned postmaster, which office he held for one term of four years. He was also an active member of the Republican committee of Guttenberg and Hudson county.

CHAPTER XXIII.

EDUCATIONAL AND RELIGIOUS ACTIVITIES— FINANCIAL INSTITUTIONS.

In educational matters Guttenberg cannot be charged with being backward. Access to the school at Bull's Ferry was accorded to children from the Cooper dwelling as early as the year 1842. As soon as the settlement assumed neighborly form, proper attention was given to tuition in the elementary branches. A building called the Lodge, east of Bull's Ferry road, a short distance south of the Cooper house, was at one time utilized for a school house. Here the little ones assembled to be taught their earliest lessons. Men who were the lads of that period have referred to several pedagogues who conducted schools held in buildings subsequently called the Fink residence and the Kohler dwelling on Harrison avenue. Included among the names of the tutors are Messrs. Jackson, Carter, Wallace, Donahue, Flynn, and Birkenstock.

Flynn was the earliest teacher, who taught in the large brick building on the south side of Franklin avenue, near Fourth street. That was a two-story building, eligibly located and well adapted to school purposes, having ample space and necessary accommodations. The teacher's merit was that he was qualified to teach, and the school building's merit that it was adapted to teach in. The authorities at that time did their bit in the matter of providing necessary facilities. The trustees having in charge the erection of the school house were Messrs. Dwyer, Fink, and Herrmann. By the annual report for the school year ending August 31, 1872, there were 355 pupils enrolled, showing an average attendance of 159. In the same year's report the

total number of children was given as 503, while the report for the year ending August 31, 1875, gave the total number as 634, indicating as the three years' increase 131 throughout the district. Referring to Dr. Siedhof's report for the year 1883 it is shown that this school was supplied with efficient and faithful teachers and evinced a prosperous condition, joining the rest of the county in displaying a lively educational interest. By the State report of 1871 it was shown that 290 pupils were enrolled. The school property was valued at \$15,000. It was reported by County School Superintendent Dickinson that "all pupils are furnished with books and stationery free of cost," and that District No. 8 is managed by its board of trustees.

There is only one public school in Guttenberg at the present time, but there are 1,301 children enrolled, and the teachers number thirty-six. John F. O'Toole is supervising principal. Members of the Board of Education include the following: Philip J. Leins, president; Robert Glaser, vice-president; Frank Schumann, Walter Stroever. Frederick L. Fischer is secretary of the board, and John G. Fischer is the custodian. Board meetings are held on the second and fourth Monday evenings of each month. In 1859, when Guttenberg was incorporated, no especial powers were given the school trustees, who continued to be elected under the general school law. The first school district was opened in June, 1861, and the first school building was erected in 1862-63. Andrew Girsham was a former school trustee of Guttenberg, serving for twelve years, and was district clerk about five years. He also filled the office of constable nine years, justice of the peace five years, and recorder of Guttenberg three years. On June 22, 1898, he was commissioned postmaster of Guttenberg.

In 1874 a Sunday school was established in Guttenberg under the auspices of the Grove Church. From the Sabbath school and its awakening influences, came the movement leading to a church organization. Then steps were taken to build a chapel and it was dedicated in January, 1868. In November of the same year a church was organized. Rev. W. V. V. Mabon served as pastor until 1872, the Rev. T. B. Crolius assuming the full pastorate in August, 1872. The location of this church, which is known as the First Reformed Church of Guttenberg, is on 25th street, the present pastor being the Rev. Harry A. Eliason. The residents of Guttenberg of Slavic nationality worship at St. John's Nepomucene Roman Catholic Church on the corner of 26th and Polk streets. The parish is in charge of Rev. William Biskorovany.

The voting population within Guttenberg thirty or forty years ago was much smaller than it is to-day as shown by the number of citizens exercising the right of suffrage, but of course the women at that time had not been given the right to vote.

In 1890 the census count showed 1,947 inhabitants, which in 1900 had almost doubled, the total number then being 3,825. In the next ten years another large gain was made, bringing the total up to 5,647 in 1910. Nearly 700 more were added between 1910 and 1915, the count then being 6,322. By the census of 1920 the population was 6,726.

On January 1, 1923, Guttenberg entered upon its sixty-fourth year as an incorporated town, and Mayor Daniel Hermann started on his tenth successive year as head of the governing body of the municipality. The councilmen are: Peter Heinz, Jr., William J. Gallagher, August F. Ehemann, Frederick Brunner, and George Miller. The town clerk is George W. Klein, who was reappointed on January 1: John G. Hess is treasurer, John Steer, recorder; Fred Prosser, sinking fund commissioner; Warren Dixon, attorney;

Daniel Dundorf, foreman street cleaning department; Henry Baum, sergeant of police. Treasurer Hess has held that office for eight years, and working under a fee system in vogue in Guttenberg for a quarter of a century, is allowed three-fourths of one per cent as his yearly compensation, and although entitled to more than \$3,000 as compensation for his services during 1922, owing to the improvement of four streets which made it necessary to disburse much more money, he refused to accept more than \$1,200 for the year, and turned the extra \$2,000 back to the town. His compensation each year has been approximately what he accepted for the work in 1922, and the year 1923, he said, would be less strenuous, besides which he said, he was not holding public office for personal gain, which seems to have been also the idea of previous treasurers in Guttenberg to some extent.

Guttenberg has a sewer system, water works, electric power and lighting; a volunteer fire department consisting of one engine, two hose companies and one truck; building and loan associations and fraternal organizations of many kinds. The streets are well kept and practically every other convenience usually found in a well-regulated community. In addition to the fraternal orders there is a public welfare body here known as the Board of Trade of North Hudson, with headquarters in the town of Union, that looks after the material interests of Guttenberg and other municipalities in that part of Hudson county.

Guttenberg's only bank, the First National, made a splendid showing by its statement issued at the close of business on December 30, 1922. The capital stock was \$100,000; surplus and undivided profits, \$116,630.87; deposits, \$3,610,192.34; total resources, \$3,837,817.46. The officers were: Joseph G. Shannon, president; Allen N. Terbell, vice-president; Edwin Hunke, cashier; Frank J. Adelberg, assistant cashier; directors: J. W. Bellis, Frank Hall, Edward Hunke, John F. Justin, R. F. Rabe, Joseph G. Shannon, and Allen N. Terbell. The bank has a savings department and is a member of the Federal Reserve System. The prosperity that marked the progress of the bank during the year 1922 resulted in the directors declaring a dividend of 100 per cent; thereby increasing the capital stock from \$50,000 to \$100,000.

Guttenberg has only two building and loan associations. The one known by the name of the Guttenberg Building and Loan Association has been very prosperous during the ten years of its existence, with assets of more than \$360,000, a gain of over \$35,000 in three months, up to February, 1923, when it had more than 1,000 members, with indications of that number being increased considerably before the thirty-second series of shares closed in April, 1923. The association's tenth series of stock matured and was paid off in December, 1922, after running 558 weeks, or a little less than eleven years, which required the payment of \$139.50 per share and a returned profit of \$60.50 per share, which represents interest of more than eight per cent. The association has about \$331,500 invested in mortgages and \$19,000 loaned on shares. Its surplus or undivided profits amounts to \$51,094.58. During the quarter ending January, 1923, twelve mortgages were placed totaling \$37,400. Seven of the mortgages were on new buildings. The officials have received applications for loans, several of which they will be in a position to grant within a short time. Practically all money is at present invested in gilt-edged securities, the only cash available when the last report was made being \$6,871.62 on deposit in banks. The association is one of the oldest in the section in which it operates. It was incorporated May 23, 1907, and since that time has enjoyed continued prosperity. Its officers comprise Joseph Turck, president; Otto A. Griesbach, treasurer; Ferdinand Trostel, Jr., secretary; Fred H. Otterstedt, assistant secretary, and Carl Weitz, counsel.

The Bull's Ferry Building and Loan Association, in Guttenberg, in 1923, had the following officers: W. J. Eypper, president; Curt Thuemmel, treasurer; George Baker, secretary; directors: F. Buesser, Charles A. Eypper, Robert Hoehl, J. E. Jobst, F. Kleinert, C. Richard, Dorothea Roehrer, Joseph Ondrejha, G. Tapken, August Thiel, F. Santangelo, John Zeman; the attorney, Counsellor Sarah D. Smythe.

While the town of Guttenberg operates under a Charter, yet by Legislative enactment there have been created supplements and additions amendatory and supplementary thereto. In the year 1906, a law was created giving the town the right to elect a mayor in addition to the five councilmen permitted by the Charter. Also to appoint instead of elect an assessor. In 1907 the first mayor of the town, Charles A. Eypper, was elected and served for three successive terms. During his administration practically the entire town was sewerred, macadam streets laid and sidewalks and gutters relaid. All of the streets were renamed to conform with those in adjoining towns, establishing thereby throughout Hudson county a numerical continuity. Under this administration there was also established a uniformed police force. A new brick fire house was constructed and the only school building in the town was reconstructed and enlarged for the accommodation of the largely increased population. The first Board of Health was also appointed and a school board appointed instead of elected.

During this administration, William J. Eypper served as town treasurer, and though entitled to a fee on all money expended on different occasions refused to accept the full amount legally due him. This was a customary proceeding on the part of disbursing officers when improvements entailed large expenditures of money without a corresponding increase in the labor of the disbursing officer.

CHAPTER XXIV.

WEEHAWKEN TOWNSHIP—ORGANIZATION, ORIGIN OF NAME.

Weehawken dates its beginning as a township from March 15, 1859, when the territory was taken from Hoboken, covering a limited area along the west shore of the Hudson river. For years, in general conversation, Weehawken was given a larger area. What are styled Weehawken Grove and Weehawken Village are not included within this incorporation, nor is the landing place of the Weehawken ferry, that went under a charter of March 25, 1852. The ferry grant by George the Second to Stephen Bayard, dated in 1752, mentions an ampler line coursing the distance of half a mile below that place called the Great Slaugh, meaning the property of one Jacob Slaugh, and extending to the Bergen north line. In a reference to local real estate transactions and great changes along the opposite shores, a New York City newspaper of April 30, 1852, besides commenting upon the busy invasion of Harborside and Hoboken, made this statement: "Farther up the river, at Weehawken, a German Building Association have purchased a thousand acres of land on the slope of the hill belonging to the estate of a Mr. Dubois." Common references to this region amplify its actual area as a municipality, the name being a sort of generic term applied to all the lesser localities around, owing, probably to the historic events and prominent personages connected with its history.

Weehawken has for its eastern boundary the Hudson river, and is bounded on the west by the town of Union, on the south by Hoboken, and on the north

by West New York and partly by the Hudson river. When Weehawken was granted by Governor William Kieft to Maryn Adrianse on May 11, 1647, and the grant was confirmed by Philip Carteret by patent dated April, 1670, the territory was described in the patent as follows: "Beginning at the mouth of Hobocan Creek (which parts Weehawken from Hoboken) and from thence running up Hudson's River, as the same river runs, to the mouth of a small creek at Weehawken ferry, thence up the same creek to a stone planted in the mouth of the same gully and run of water that runs from the westward into said creek (which stone is north $37\frac{1}{2}$ degrees, last 30 chains and 57 links from the mouth of said Hoboken Creek) and from the said stone north $52\frac{1}{2}$ degrees, west 27 chains and 75 links to a heap of stones (10 links north from a black oak tree marked on the north side W. B.), then south $37\frac{1}{2}$ degrees west 37 chains and 57 links to another heap of stones 18 links north-westerly from a large flat rock, then south $52\frac{1}{2}$ degrees to the aforesaid Hobocan Creek, thence down along said creek to the mouth thereof, the place of beginning."

Origin of Name.—There is a wide diversity of opinion as to the origin of the name Weehawken, and long years ago it attracted the attention of antiquarians; later attempts to elucidate it have been abandoned. As the modern orthography gives a sound similar to Ye-haw-kens, one authority suggested that it must signify houses, while another authority had a suspicion that the word bore reference, by its termination "auk," to a tree. The local Indian appellation for tree is hitock, so it is hardly possible that it gets its direct origin from that source. Among a number of early residents James Gardner was one who had a strong belief that the word conveyed an allusion to the designation mill. Earliest proprietors took occasion to seek a privilege of erecting a grist and saw mill along the water run upon their plantation in this section. The historian in mentioning the locality of the landing place of the earliest ferry here, refers to it as being "near the mouth of the Weehawken Creek," equivalent in this sense to Mill Creek. "The Indian interpreter" copied from the Salem town records, 1684, and now on file in the office of the Secretary of State at Trenton, develops nearly three hundred translations of Indian phrases and terms. In a social and business way those terms used by the aborigines were gathered, and they are therefore quite instructive when referring to a period during which they were in daily use. Fifty morgens of land at Awichaken are granted to one Maryn Adriaensen, whose widow subsequently married, May 3, 1654, one Geerlief Michielsens. The Dutch morgen was equivalent to about two English acres of land. On June 10, 1678, reference is made to a water mill and plantation here; doubtless that mill had been built pursuant to an early grant which the Bergen authorities allowed. When designating localities, the Indians were apt in selecting particular characteristics and notable features. They picked out some certain object to distinguish a location. Neither trees nor rocks would suffice at this point, owing to an over-abundance of such objects. The mill was a target at which the aboriginal arrow was aimed. Accordingly, Cahockon was the term applied, for this word was the term used by the Indians in naming mill. At all events, as the reader can discern this is the broadest hint developed thus far as to the origin of the familiar name Weehawken.

Wehawken and Weehawken, as now written, is written Awichaken in deeds by Director Stuyvesant, 1658-59. Other orthographies are Wiehacken, Whehockan, Weehacken, Wehauk, obvious corruptions of the original, but all retaining a resemblance in sound. The name is preserved as that of a

village, a ferry, and a railroad station about three miles north of Jersey City, and is historically noted for its association with the ancient custom of dueling, the particular resort for that purpose being a rough shelf of the cliff about two and one half miles north of Hoboken and about opposite Twenty-eighth street, New York City. The location of the territory is described in a grant by Director Stuyvesant, in 1647, to one Maryn Adriansen, of "A piece of land called Awiehaken, situate on the west side of the North river, bounded on the south by Hoboken Kil, and running thence north to the next kil, and towards the woods with the same breadth, altogether 50 morgens of land." (Col. Hist. N. Y., xiii, 22.) The "next kil" is presumed to have been that flowing to the Hudson in a wild ravine just south of the dueling ground, now called the Awiehacken. A later description (1710) reads: "Between the southernmost cliffs of Tappaen and Ahasimus, at a place called Wiehake. (Cal. N. Y. Land Papers, 98.) The petition was by Samuel Bayard, who then owned the land on both sides of Wiehacken creek, for a ferry charter covering the passage "Between the southernmost cliffs of Tappaen and New York Island, at a place called Wiehake," the landing place of which was established at or near the mouth of Awiehacken creek just below what is now known as King's Point. Of the location generally, Winfield (Hist. Hudson Co., N. J.) wrote: "Before the iconoclastic hand of enterprise had touched it the whole region about was charming beyond description. Just south of the dueling ground was the wild ravine adown which leaped and laughed the Awiehacken. Immediately above the dueling ground was King's Point looking boldly down upon the Hudson. From this height still opens as fair, as varied, as beautiful a scene as one could wish to see. The rocks rise almost perpendicularly to 150 feet above the river. Under these heights, about 20 feet above the water, on a shelf about six feet wide and eleven paces long, reached by an almost inaccessible flight of steps, was the dueling ground." South of King's Point were the famed Elysian fields, at the southern extremity of which, under Castle Point, was Sybil's Cave, a rocky cavern containing a fine spring of water.

The place to which the name was applied in the deed of 1658 seems to have been an open tract between the streams named, presumably a field lying along the Hudson, from the description, "running back towards the woods," suggesting that it was from the Lenape radical *Tauwa*, as written by Zeisberger in *Tauwi-échen*, "Open," as a noun, "Open or unobstructed space, clear land, without trees." Dropping the initial, we have *Auwi*, *Awie* of the early orthography; dropping *A* we have *Wie* and *Wee*, and from *échen* we have *ákan*, *haken*, *hawking*, etc. As the name stands now it has no meaning in itself, although a Hollander might read *Wie* as "*Wei*," a meadow, and *Hacken*, as "Hooking," incurved as a hook, which would fairly describe Weehawking Cove as it was.

Submitting to him in one of its modern forms, the late Dr. Trumbull wrote that *Wehawking* "Seemed" to him as "most probably from *Wehoak*, Mohegan, and *ing*, Lenape, locative, 'At the end (of the Palisades),' " and in his interpretation violated his own rules of interpretation which require that translation of Indian names must be sought in the dialect where the name appears. The word for "End," in the dialect spoken here, was *Wiqui*. Zeisberger wrote *Wiquieching*, "End, point," which certainly does not appear in any form of the name. The Doctor's translation is simply worthless, as several others that have been suggested. It is surprising that the Doctor should quote a Mohegan adjectival and attach to it a Lenape locative suffix.

CHAPTER XXV.

FERRIES.

Weehawken Ferry for the transportation of passengers, cattle, horses, country produce, etc., across the Hudson river, is quite ancient, having had its start more than two centuries ago. At one period the ferry-house was occupied by Crines Bartolf, at another by Lucas Van Boskerck. The latter subsequently removed to Hoboken. There was no slip at the river side, but a little dock projected out into the stream, at which the boat, a periauger, landed. One of the early residents of Secaucus, at the time a lad, remembered this ferry distinctly, and the fact that a road leading to the turnpike near the Mountain House led down the hill to this ferry. He was in the habit of resorting to this route when forwarding garden truck to the city market. A wagon loaded with full baskets of farm produce, and drawn by a yoke of oxen, was driven to the landing, and the baskets were conveyed to the city, the lad's mother having charge of the market sales, as was the custom in those early days. The ferry house, owned at one time by Daniel Smith, passed into other hands. A spirit of rivalry induced the running of two ferries here, one called the "new," the other the "old" ferry. The Bergen Turnpike Company constructed its toll road from Hoboken to Hackensack, a distance of about eleven miles, in 1802; lines of stages were running to Hoboken, and much travel formerly going to the old periauger ferry went by the other route; so this ferry, after efforts to compete with steam were seen to be unprofitable, was discontinued.

The present Weehawken Ferry was incorporated in 1852, and the ferry service revived under favorable auspices. Many improvements and extensions have since been made, and it has become one of the best equipped and popular ferries plying from the Jersey side of the Hudson. The extension and completion of the West Shore railroad to Weehawken gave a new impetus to the ferry, and likewise hastened many improvements. Weehawken is the terminal of the West Shore railroad, and on the plateau at the foot of the bluff are located the extensive railroad and freight yards, also the Forty-second and Cortlandt street ferry landings of the West Shore Company. Its territory is thus brought into direct communication with the business sections of New York City. A trolley line from the ferry, winding up the hillside, affords easy access to Weehawken Heights, which rises some 300 feet above tidewater.

Winfield furnishes the following additional particulars regarding the Weehawken Ferry:

On the 9th of July, 1788, the privilege of landing on the New York side for the "Weehaack" ferry was granted by the Common Council to John Smith for three years for £20 per annum. John Stevens being, at that time, owner of the Hoboken ferry, made an effort to secure control of this ferry, but failed.

On the 5th of August, 1802, Charles and Philip Earle became the lessees for £50 per annum. Shortly after this a "new Weehawk ferry" was put in operation. On the 15th of April, 1805, the "old ferry" was leased to Garret Neefie, and the "new ferry" to Charles Earle, each at £50 per annum. Neefie soon gave up his lease, and Lewis Concklin took charge of the "old ferry." From this time nothing is heard of it until June, 1819, when Charles Watts, of New York, became its lessee. It is then pronounced a "very ancient ferry," grown into disuse by the improvements in Powles Hook and Hoboken ferries. Watts took a lease of it for 15 years from the 1st of May, 1819, on the following terms: For the first five years, rent free; for the second five

years, \$50; and for the third five years, \$200. The landing place on the New York side was to be between the North bounds of the Hoboken ferry lease and Christopher street. On the Jersey side it was to be within one-quarter of a mile on each side of "Wehawk." By the terms of the lease, he was bound to keep a "team boat." He found the expenses too heavy for the income, and at the expiration of five months abandoned the "team boat." For this the Common Council of New York annulled his lease, and let the ferry to Philip Howe, on condition that he should on or before the first of May, 1821, put on the ferry two good sail boats, and one horse boat. But the days of sail boats and horse boats had passed. A mightier agent had come and supplanted them. And already, even in so short a time, the "Wehawk" ferry is almost forgotten. It was, however, spoken of as a "present ferry" in the charter of the Paterson and Hudson River railroad, approved January 21, 1831.

That others appreciated the value of the privilege of the maintenance of a ferry in connection with the ownership of Weehawken is manifest from the petition of Samuel Bayard in 1710, to Robert Hunter, the then Governor of New York, for exclusive privilege of ferry at Weehawken, as follows: "The humble petition of Samuel Bayard, humbly sheweth that your petitioner having a small parcel of land called Wiehawken, in Bergen County, in the eastern division of the province of 'Nova Cesearea,' most convenient of any for a ferry between New York Island and the southernmost cliffs of Tappaen and Aharsimus, which place has been the accustomed ferry for the transportation of passengers, cattle, horses, and country produce in these limits for upwards of twenty years, and as such has been assessed and taxed by the Assembly of said Province * * * notwithstanding, several persons and places bounding upon the river within said limits, not assessed or taxed

* * * have made it their business to transport passengers, cattle, horses and country produce to and from New York Island at the same rates as the ferry at Wiehawken, and do keep and suffer other people having no properties upon the riverside to keep boats and canoes for transportation

* * * to the great prejudice of the ferry at Wiehawken—prays that the ferry rights might be limited to be kept at said place called Wiehawken * * * and not suffer any other person whatsoever * * * to keep any vessels for transportation to the prejudice of said ferry at Wiehawken."

The date of this was 1710, and as Bayard therein states that Wiehawk had been the accustomed ferry for the transportation of passengers, cattle, etc., * * * for upwards of twenty years, it would appear that this ferry was established about the year 1690. Again, in 1742, the Governor and Council of New York granted the right for a ferry to Weehawk. This was the only ferry at that time to New York, from the New Jersey side of the Hudson river north of Communipaw.

In 1752 George the Second of England granted to Stephen Bayard, his heirs and assigns the sole keeping of a ferry over the North river, "Our Royal license and authority to transport passengers, horses, cattle and goods over the said North river, within the bounds aforesaid, for so long a time as he, the said Stephen Bayard, his heirs and assigns, shall sufficiently attend and keep said ferry, etc., for two shillings (now fifty cents of United States money), lawful money of America, if the same is lawfully demanded yearly, on every 25th day of March."

After the establishment of a ferry at Hoboken in 1774, much of the traffic was diverted, and Weehawken ferry became, as is mentioned in 1819, "a very ancient ferry grown into disuse." Spasmodic attempts were made from time to time for its continuance, but were futile.

In January 1768, the following advertisement appears: "The house, farm and ferry called Weehawken, in the township of Bergen, opposite to Greenwich, within three miles of the city of New York, from whence a constant ferry is kept. Any person inclining to hire the same, may apply to William Bayard, the owner thereof, who will agree for the same. * * *"

Bayard apparently owned another ferry in this vicinity, according to an announcement on April 8, 1776, in an advertisement which reads: "Hobuck in New Jersey. To be let and possession given immediately. The pleasant situated and convenient house, outhouses, stables, barns and grounds at Hoe-buck, lately established with a ferry opposite the city of New York, on the west side of the Jersey shore and kept by Cornelius Haring. The place has every convenience suitable for the purpose as a ferry and the entertainm^{nt} of travellers in the best manner, such as one of the best wharves with three pair of stairs for every wind that blows, ground for pasture, moving ground that will in a good season produce at least forty loads of clover hay, a garden plot scarcely to be equalled and filled with the greatest plenty of the best of fruits, the liberty of cutting as much salt hay as is wanted for all the custom of the place, and a better fishing place for catching shad, etc., there is not on the North river, with plenty of oysters in the creek and before the door. In short, it is needless to say anything in its praise, as by this time it must be well known to the public.

"Any person inclined to hire the same, may apply to William Bayard, the owner thereof, living about a mile from the premises, who has also ready to supply two of the very best of sailing boats for the carriage of horses, carriages, etc., as also two smaller for the rowing over of passengers and their effects in still weather when the large boats cannot so expeditiously and easily go."

Following the above advertisement Cornelius Haring informed the public that he "intends on Monday, May 1st, next, to open the new established ferry, from the remarkably pleasant and convenient situate place of William Bayard, Esq., at the King's Arms Inn, from which place all gentlemen travellers and others, who have occasion to cross that ferry, will be accommodated with the best of boats of every kind, suitable to the winds, weather and tides, to convey them from thence to the new market near the new corporation pier at the North river, opposite Vesey street, N. Y." * * * "He takes this method to inform all gentlemen travellers and others, that he has a most elegant and convenient house, suitable for the purpose, where they will be provided with lodging, eatables, and liquors of the best kind. * * * The elegance of the situation, as well as its affording many amusements, such as fishing and fowling, added to these, its being stocked with the greatest variety of best English fruits, will make it an agreeable place for the entertainment of large companies. * * * And as his boats will always be ready to attend travellers, and those gentlemen and ladies from the city of New York, as well as those of the province he lives in, at a minute's warning, he flatters himself that he will make it so convenient that during the summer season, such as do not choose to come over to live, may always be provided with tea, etc., pass the afternoon, have the best of fruit the different seasons afford, and return to town again before night, or honor him with their custom longer, as he will be strict in having good beds for the accommodation of gentlemen and ladies who are going to any part of the Jerseys, Philadelphia, or the northern country, and choose to have their horses and carriages brought over that night and set out early the next morning."

However, scarcely had the ferry been established when the Revolutionary



THE WEEHAWKEN DUELLING GROUND—1810

War broke out, making it impossible for the enthusiastic and well-meaning projector to carry out his elaborate plans. The British army occupied New York City, and the ferry was operated very irregularly. It was leased in 1784 for three years and afterwards passed through successive hands, until in 1789 it was purchased by John Stevens, under the Confiscation Act. He leased the ferry to different parties until 1809, when he took it over and operated a boat propelled by steam. This was displaced in 1813 by a boat propelled by horse power.

Out from the face of the precipitous descent projected a level plot of ground of limited area and quite difficult to reach from the heights above. This became a noted duelling ground, where many disputes were settled according to the code prevailing at that time. It was on this spot that Alexander Hamilton received the fatal wound that caused his death, at the hands of his adversary, Aaron Burr. The demands of transportation, ever on the increase has obliterated all trace of this, and railroad tracks now cover what was once the scene of many bloody encounters. However, its exact location may be found by extending the lines of Fortieth and Forty-second streets, New York City, westerly across the river to the New Jersey side, which boundaries will enclose the famous spot.

One of the early settlers of Weehawken was a Scotch sea captain named "Deas," from whom Deas Point received its name. His habitation was situated on the high bank immediately adjoining the point, called "Deas Point."

CHAPTER XXVI.

NOTED LOCALITIES—PROMINENT CITIZENS.

One of the most interesting spots in Hudson county in former times was considered to be the duel ground at Weehawken. It was a beautiful but fatal spot, where many distinguished citizens met to settle their disputes in accord with the code of honor then in vogue.

Here Colonel Aaron Burr fought his first duel on September 2, 1799, his antagonist being John B. Church, a brother-in-law of General Alexander Hamilton. Shots were exchanged by the principals, with the result that a ball from Church's pistol went through Burr's coat. The pistols were about being reloaded for a second shot when Mr. Church made an apology which was acceptable to Burr's second, whereupon the principals shook hands and returned to New York City.

Burr's next duel was on July 11, 1804, with Maj.-Gen. Alexander Hamilton, the battle being the outcome of a political dispute and personal differences between the rival leaders. In the exchange of shots the bullet from Burr's pistol struck Hamilton in a vital spot, and he survived only until the next afternoon. A few months after the duel the St. Andrew's Society, of which Hamilton was president, erected a monument to his memory on the ground where he fell. It was surrounded with an iron railing, and while it stood was visited by thousands every summer. The cutting away of the river bank for railroad purposes has obliterated the spot, but the monument erected thereon was moved to the top of the bluff, directly back of its original location.

Several other duels were fought here before and after this fatal conflict, but the last duel staged on the memorable battle ground at Weehawken took place on September 28, 1845, and it proved to be somewhat of a farce for the finale. The seconds, without the knowledge of the principals, loaded the pistols with cork. The performance was solemnly gone through with as if in mockery of the many tragedies which had there been enacted. The heroes

of this *affaire d'honneur* are not known, but with their sham battle the curtain drops upon the stage at Weehawken.

In June, 1840, an excursionist with a party on the road to Weehawken Heights, remarked: "There, gentlemen, there on our right are the far-famed Elysian Fields and the long walk overhung with vines and trees. Just there on the river, among some tall trees, is a place called Turtle Grove, memorable as a spot where twenty years ago, certain aldermen and other great geniuses from the city, manufactured their turtle soup, and invited their chums to come and partake freely. Here punch and politics flowed in profusion, and jokes were adapted to the capacities of the recipients. Dignity was laid aside for the nonce, while great men sang and smoked and slandered just like common men!" The same jubilant excursionist about six years later, in May, 1846, refers to long walks and long talks of the "long ago." He alludes to pleasant recollections of chowder parties, of clam bakes, of fishing parties, and shad dinners, identifying these gatherings with "the never-to-be-forgotten enjoyments that stand forth like green islands on the desert of business life."

Many persons doing business in New York City selected this section as early as 1840 as a desirable place of residence, and the great park and picnic ground on this side of the river was to some extent shorn of its former spacious area. A shady retreat on the shore sidewalk, Sybil's Cave, a grassy lawn, however, remained for years afterward, yielding exuberant facilities for affording recreation of the purest and healthiest kind.

The club house had its attractions for many years. The New York Yacht Club in organizing, followed an act approved August 7, 1848, entitled "An act to authorize the Secretary of the Treasury to license yachts, etc." Their rules and regulations, issued in 1852, specify the starting point when sailing for prizes, to be "from the anchorage at the Elysian Fields." In 1852 the club possessed a dozen yachts: "Alpha," Morris owner; "Arab," Emmet owner; "Ariel," Grinnel owner; "Breeze," Coles owner; "Cornelia," Edgar owner; "Dream," Hall owner; "Ianthé," Cadwalader owner; "Maria," Stevens owner; "Spray," Wilkes owner; "Sport," Ferris owner; "Ultra," Miller owner; "Una," Waterbury owner. Of these, the lightest was "Arab," a schooner of eighteen tons; the heaviest was the "Maria," a sloop of one hundred and seventy tons. The club consisted of about two hundred regular members and ten honorary members. Its regatta committee were: Anson Livingston, Robert O. Colt, and W. Holley Hudson. The squadron officers were John C. Stevens, commodore; Hamilton Wilkes, vice-commodore; G. R. J. Bowdoin, recording secretary; John C. Jay, corresponding secretary; William Edgar, treasurer.

On Castle Point stood the famed Stevens Mansion, its surroundings unrivalled for beauty and attractiveness. At its foot the sparkling waters of the Hudson rippled upon a pebbly beach, while from the cliff above was obtained a view of surpassing grandeur, for from the Palisades at the north to the hills of Staten Island on the south, an ever changing panorama was presented, as the shadows flitted over the clear water bearing on its bosom craft of every description. Now the entire point is hemmed in by the insistent demands of commerce, and this condition has existed for the past decade. The shore is hidden by monster steamships resting at their wharves, as if for a short breathing spell, while exchanging the products of the world. Coal wharves present their grimy front, and from their capacious chutes feed the leviathans that ply hither and yon to supply the needs of a whole world.

On the bank of the river, sheltered beneath Castle Point, was to be found

Sybil's Cave. Within this cavern a never-failing spring gushed forth its crystal stream. Because of its refreshing coolness as well as on account of its medicinal properties which its waters were supposed to possess, crowds of people daily gathered there. In 1838 an old resident paid the following tribute:

Until 1838 the village retained its primitive character. Poets and writers found here a snug and comfortable refuge, among them William Cullen Bryant and Robert Sands. When these gentlemen occupied their cottages under the spreading willows and elms of Hoboken, they were visited by literary celebrities of New York, and from more distant cities. Some of Bryant's earliest and best pieces were written in the little white house a few rods above the Otto cottage, and there, he, Sands and Verplanck, edited in concert the beautiful annual known as the "Talisman." Weir and Cole often strayed across the river to wander among the sylvan glades or sketch the beauties of the scenery. The ever genial Halleck was likewise a frequent visitor and the verses he addressed to Weehawken show the profound impression made upon his mind by the beauties of nature.

Issacher Cozzens, Jr., librarian of the Lyceum of Natural History of New York, in his "Geological History," published in 1843, refers to Castle Point, a noted resort for mineralogists, "as you go north from the ferry wharf to that delightful walk, the Elysian Fields." That author is describing the mineral serpentine found here as a different kind from any seen in other localities. It contains, he says, a larger portion of magnesia than common; it is of a light green color with variations, having carbonate of magnesia running in veins through it, the hydrate of magnesia not being so plentiful. There are some veins, he adds, of magnesia carbonate of lime, "a kind of guruhofite accompanying it, in which are seen the hydrate in small scales." Comstock likewise in his published work makes frequent reference to this locality. Famous, then, as it may be for its mineralogical features, it is still far more noted for its historical reminiscences. The historian refers to the 11th of September, 1609, when the "Half Moon," Hudson's yacht, came to anchor at the great river of the mountains. He refers also to that occasion as the time when the eyes of white men first rested upon the green shores of Schey-ichbi, or New Jersey. The inquiry quite naturally suggests itself as to whether the green mineral or the green foliage is referred to. Upon the return down the river, when anchored in Weehawken Cove, just above Castle Point, October the 2d, same year, special mention is made by Juet of "a cliff that looked of the color of white-green, as though it were either a copper or silver mine."

This property came into the possession of John Stevens by purchase in 1784. Afterwards it fell into the hands of his son, Edwin A. Many changes were made by the latter owner, the occupant continuing to maintain the sumptuous abode as a homestead. Stevens, as an exemplary citizen, prudently employing means at his command to promote the best purposes of life, made himself a public benefactor. By his last will and testament, which makes him "of the township of Weehawken" he particularly specifies the devise of Castle Point, which contains about thirty acres, with the homestead lot, to his wife.

The entrance to Castle Point was at a gate, on either side of which was a brace of massive stone pillars. Near by stood a couple of gnarled, knotty and very ancient willow trees as sentinels, while across the road, to the west, were several equally old Lombardy poplars. As Castle Point was the southern extremity of the township, the abode of ex-Governor Price was the northern.

Prominent Citizens—Among the prominent residents of Weehawken for a short time was Rodman M. Price, governor of the State of New Jersey

from 1854-1857. After the close of his administration he managed for a number of years the Weehawken Ferry which was the property of his father. At the death of his father in 1864, he settled his father's estate, disposing of the ferry. The Weehawken ferry at this time delivered consignments of live stock to New York City, and large abbatoirs were established on the river at Forty-first street. The ferry property with nearly two hundred acres of land under foreclosure became the property of the governor and was subsequently purchased by Samuel J. Tilden and still later by the West Shore Railroad Company.

John O'Donnell, who came to Hudson county in 1860, filled a number of public offices in Weehawken. For about five years he was a commissioner of appeal. In 1876 he was elected a member of the township committee, and was reelected in 1877, but the law reducing the committee from five to three members threw him and another associate out. In 1878 he was again reelected as one of the three members composing the board, but on account of political differences refused to sit, and resigned. He was elected an assessor of Weehawken township in 1881. Owing to a tie vote, however, he did not qualify, but in 1882 he was reelected to that office, and by successive reelections continued in the position for about twenty years.

Another citizen and business man who filled a number of offices of public trust in Weehawken was Herman H. Wouters. In 1893 Mr. Wouters settled in Weehawken, and in March, 1894, he was chosen a member of the Weehawken Board of Education, and was appointed by the board as district clerk. Three years later, in the spring of 1897, he was elected township committeeman for the southern district of Weehawken, and when the board convened was appointed town treasurer, which office he held for five years. He was also chairman of the fire committee, clerk of the Board of Health, and chairman of the Board of Council. Through his agitation and activity he succeeded in getting a fire alarm system placed in operation in the town.

Frederick J. Bergmann, Jr., still resides here, where he has lived since coming to Weehawken with his parents in 1871, about a year after his birth on Staten Island. He is a painter and decorator, but has served his town in various capacities. For three years he was a member of the Weehawken Board of Education, and as a member of the Fire Department he also contributed materially to the progress of the town.

Thomas Carroll, besides being clerk of the township of Weehawken from 1891 to 1900, was police clerk of Weehawken for six years prior to 1891. He was one of the organizers in 1890 of the Weehawken Athletic Club, of which he was made the secretary. He also served as secretary for six years of Baldwin Hose Company, No. 1, of Weehawken, of which he was an exempt member, and he was also a member and secretary of the old West Side Social Club. Mr. Carroll was born in Hoboken in May, 1867.

Frederick R. Dressel, the well-known florist of Weehawken Heights, conducts the most extensive business in the line of horticulture in Hudson county. His original establishment comprised only two greenhouses, but from this modest beginning he has steadily enlarged and expanded the business until at the present time he owns and operates more than a score of houses and ranks as one of the foremost florists in New Jersey, while his business has grown to extensive proportions. Mr. Dressel was born in Germany in June, 1861, came to this country in 1888, and settled in Weehawken in 1890.

Simon Kelly was a prominent figure in Weehawken and at various times filled several of the local offices. From 1871 to 1873 he held the office of

poormaster. He was also chairman of the Town Council. For fourteen years he was chief of police, subsequently mayor, and for six years he was president of the Board of Education. At one time Mr. Kelly was proprietor of a famous road house at Weehawken.

Settling in Weehawken in April, 1873, Claus Basse became prominent as a hotel keeper and public-spirited citizen. For more than a quarter of a century he was actively identified with the town. He won the respect and confidence of his fellow-citizens to such an extent that in 1887 he was elected a councilman of Weehawken and filled that position for four years, serving also during his term as town treasurer. In 1898 he was the Republican candidate for member of Assembly, but was defeated. Mr. Basse in 1890 organized in Weehawken the Germania Verein, No. 1, which body prospered and grew rapidly.

Becoming a resident of Weehawken in 1883, previous to which he lived for six years in Guttenberg, Andrew J. Davis attained much prominence and popularity, which was attested by the several positions he was called upon to fill, such as member of the township committee, chairman of the Board of Council, town treasurer, chief of police, and various other minor offices.

John Frost was an early settler in Weehawken, coming here in 1858, where he held for many years responsible positions with the New York, Lake Erie and Western Railroad Company. For fifteen years he was a township committeeman, and for ten years he served as a member of the Board of Chosen Freeholders.

Arriving in the United States in 1880 from Germany, where he was born in May, 1859, Charles Lachmann spent two years in New York City, and in 1882 removed to New Jersey. For six years he worked in a brewery, and then embarked in the grocery business for himself in the Town of Union. He next engaged in the hotel business in Weehawken, which line he followed for a number of years. He served as a member of the Board of Council of Weehawken, also as a commissioner of appeal.

About 1878 George Nienaber came to Weehawken, which was sixteen years after his arrival in the United States from Germany, where he was born and educated. Mr. Nienaber for many years conducted one of the most popular hotels in North Hudson, at No. 101 Bull's Ferry road, Weehawken.

John Hillric Bonn, who settled in Weehawken in 1852, probably did more than any one man to develop and improve Northern Hudson county and to stimulate enterprise and the growth of population. For a few years he resided in Hoboken, but came back in 1867 to Weehawken and made this his permanent home, settling on the spot formerly owned by Daniel Webster, the statesman. There Mr. Bonn died November 15, 1891. Mr. Bonn was a founder and prominent member of the first Board of Regents of the Hudson County Hospital. In 1868 he was appointed by the late Hon. Joseph D. Bedle, one of a commission of seven authorized by the New Jersey Legislature to lay out and improve the public streets on the heights of Hudson county, which included West Hoboken, Town of Union, West New York, and other territory. Upon the organization of the commission Mr. Bonn was unanimously chosen chairman. The contemplated plan of the commission was not carried out, although the inception and construction of the Hudson County Boulevard resulted from the movement. Mr. Bonn in 1872 also became chairman of the board of commissioners which supervised the improvement of the Bull's Ferry road from Nineteenth street in Hoboken, northerly, and which also built the main sewer in Hoboken to the Hudson river, this public work being completed in 1875. His connection with the surface and elevated railways in

the northerly part of Hudson county, to which he devoted the best energies of his life, was his most notable work. He was the founder, originator, and father of the present system of transit. In 1859 he commenced the construction and operation of street railways, and soon had lines radiating in every direction from the Hoboken Ferry. He was the first, and indeed the only, president of the various original corporations, and when these were consolidated in 1865, forming the North Hudson County Railway Company, he became the first president of that corporation, and so continued until his death in 1891, a period of twenty-six years. During that time the several lines were extended and improved, new roads were built, and the system placed upon an efficient basis. The first steam elevator in Hudson county was built in 1874 by Mr. Bonn, and with this the street cars, with the horses attached, were lifted to the top of the bluff, the process requiring only one minute. In 1884 Mr. Bonn erected the elevated railway from Hoboken to Jersey City Heights, an iron structure varying from 15 to nearly 100 feet in height. Originally this road was operated by cable, and was the first elevated road so operated in the United States. All these roads have since adopted electricity as the motive power. In 1890 the great Weehawken elevators, of which Mr. Bonn was the originator, were begun, and on their completion, on October 23, 1891, about three weeks before his death, he made the first trip in them with several other gentlemen. On April 26, 1892, the elevators were formally opened to the public. These great railway and elevator enterprises may be regarded as the best work of Mr. Bonn's life, although they were by no means the sum total of his wonderful achievements. Mr. Bonn had no desire for and never held political office, except the position of superintendent of public schools in the old township of North Bergen, to which he was elected in 1857, without opposition. He held this office one year. Mr. Bonn was chiefly influential in the publication of the "German American Encyclopedia," a work of eleven volumes, and the first of the kind in the United States. Of the eleven children of whom Mr. Bonn was the father, four died young. One son, John H. Bonn, Jr., who was born in Weehawken in 1871, was attorney for the township of Weehawken in 1898.

Albert Koster, of Angelique street, Weehawken, who is a Grand Army of the Republic veteran and now past his eightieth year, leading a quiet, retired life, has the remarkable record of being in twenty-two battles of the Civil War, and not receiving a scratch. Mr. Koster joined the Union forces on October 26, 1860, and served until the same day, 1864, with Batteries G and K, First United States Artillery. During the war Mr. Koster's company was affiliated with the cavalry that had such a great work to do in the Civil War, and Mr. Koster happened to be under General Custer. Some of the principal battles in which Mr. Koster participated were: Second Battle of Bull Run, Antietam, Brandy Station, Chancellorsville, Gettysburg, and Boonesboro.

CHAPTER XXVII.

FINANCE AND MANUFACTURING.

Weehawken's first banking institution, the Park Trust Company, was incorporated in November, 1922, and is located at the southeast corner of Park avenue and Clifton terrace. The capital stock is \$100,000. The incorporators are: Theodore Brask, John F. Justin, Dr. Arthur W. Justin, Charles F. Koster, C. W. Owens, Arthur H. Strickland, William Gordon, C. A.

Koch, William Kroog, Samuel Orger, and Thomas Ulrichs. Heretofore the banking town for Weehawken was Union Hill, West Hoboken or West New York.

While this is called the first bank for Weehawken, it is really not the first, as there was a bank established here in 1830. It was called the "Washington Bank of Weehawk." Shortly afterward it removed to Hackensack, where it had a brief existence, making a failure of the business.

While Weehawken's sole banking institution was established in 1922, its only building and loan association was incorporated eight years earlier. It is styled the Fidelity Building and Loan Association, and its semi-annual report issued in January, 1923, showed assets of \$382,464.21—an increase for the past six months of \$66,460.53—and profits apportioned to \$43,852.13—an increase over the same period of \$7,632.13.

This organization was formed in July, 1914, with resources amounting to \$11,359, and has been enjoying a steady increase in business since that time. Its twentieth series of shares opened in February, 1923. It is located at No. 656 Park avenue, Weehawken, and the officers for 1923 were: President, Arthur H. Strickland; vice-president, Thomas P. Wynn; secretary, Charles F. Koster; treasurer, Charles A. Koch.

Among the fraternal organizations in active operation here is Weehawken Lodge, Benevolent and Protective Order of Elks, with officers for the year 1923 as follows: Exalted ruler, Frank Galland; esteemed and leading knight, Edward Westeburg; esteemed loyal knight, Edward Fetterly; esteemed lecturing knight, Edward Bergmann, Jr.; treasurer, John Platoff; secretary, Ralph Gunther; trustee, Henry Frelinghaus; national delegate, Francis H. McCauley; state delegate, Francis Eagan, tiler, Ralph Rogers.

The manufacturing industries of Weehawken are not as extensive as in the other North Hudson towns. There are about fifteen firms engaged in the manufacture of embroideries, laces, and novelties. The largest of these is the Silrit Embroidery Works, employing in the neighborhood of fifty wage earners. The plant is located on the Hackensack Plank Road. Kurt Lehmann is president, and Charles A. Naegell treasurer of the company. Engaged in the same line of industry are: The Alliance Embroidery Works; Atlas Embroidery Company; Charles F. Grueggeworth; Charles Camora; Columbia Embroidery Company; Anton Heule; Ulrich Kaiser; Leviton Embroidery Works, Anton Mueder; Oscar Mauser; Peter and Huber; Ulrich Schlaeffer; Carl Schuster; Joseph Schwarzler; Gottfried Weber; and Jacob Wehrli.

The Robert Reiner Importing Company on Gregory avenue is engaged in the manufacture and importation of embroidery machinery and parts. Employment is given to about fifty persons. The officers are: Robert Reiner, president; Julius Lichenstein, vice-president; and Maria Reiner, secretary. The dyeing of silk in skeins and piece is carried on by the Hasco Dyeing Company on West 19th street. Ferdinand Klumph is president of the company. The William Messmer Silk Finishing Company, in the same line of industry, is on the Hackensack Plank Road. The officers of the company are: William Messmer, Jr., president; F. J. Messmer, vice-president; William Messmer, treasurer, and F. Dorsenbach, secretary.

The American Decalcomania Works, formerly known as the Palm Fecteler and Company, are located on Maple street. They employ about one hundred and fifty hands in the production of all kinds of decalcomania which is the art or process of transferring pictures and designs from special prepared papers, to china, glass, etc. The president of the corporation is Paul E. Muller; vice-president and treasurer, Frank F. Groff; secretary and super-

intendent, George Mettler. A New York City office is maintained on Fifth avenue.

The incandescent electric lamp works of the H. J. Jaeger Company are on Park avenue, and when actively engaged employment is furnished to from fifty to seventy-five persons. The president of the company is Herman J. Jaeger; vice-president, Leonard A. DeRose; secretary and treasurer, M. J. Lange.

The Union Dry Dock and Repair Company, located at the foot of Pershing road, during the war period furnished employment to hundreds of employes, but like all other ship building interests in the country the signing of the armistice caused a discontinuance of activities in this line of industry.

Weehawken is provided with good shipping facilities on three important railroad systems, therefore is an attractive point for manufacturers. In the last decade several important industries that were large factors in the employment of labor have removed to other locations, notably among them: the Hobbs Wall Paper Company, that gave employment to two hundred and fifty persons; and the Independent Lamp and Wire Company, Inc., which had at one time on their pay roll over eight hundred persons.

CHAPTER XXVIII.

CHURCHES AND SCHOOLS—TOWN GOVERNMENT.

In 1868 a church organization was matured in the township, called the Weehawken Presbyterian Church. The building was a frame structure, located on the west side of Park avenue, almost midway between the site of the old ferry dock and that of the ancient William Tell House. The erection of the building was started in 1870, and dedication services were held in it in May, 1871. The earliest pastor to serve the congregation was the Rev. Robert Proudfit. Occasionally the vicinity was favored with courses of winter evening lectures, the church officials permitting the building to be used for such purpose. On one occasion the late Hon. Charles H. Winfield gave a discourse here, taking for his subject a local theme; the late Hon. A. A. Hardenbergh also addressed an audience here one evening upon the subject "Unwritten History."

The members of the Methodist denomination worship at the Park Methodist Episcopal Church at Clifton Terrace, the Rev. George Angleman, pastor. The Nineteenth Methodist Episcopal Church is located on West Nineteenth street. The English Church of the Good Shepherd, of the Lutheran denomination, is on the corner of Park avenue and Columbia Terrace; the present pastor is the Rev. Arthur H. Schmeier. The Norwegian Lutheran Church is on Liberty place with Rev. O. Amdalsrud as pastor. The St. Lawrence Roman Catholic Church is on the Eighteenth street corner of Hackensack avenue, the parish in charge of the Rev. George Bennett. The Clifton Chapel of the Grove Reformed Church of North Bergen is on First street, corner of Louisa place; the congregation is under the patronage of the Rev. Henry B. Allen. The Christian Science Society is located on Clifton avenue.

A choral society, organized at the Park Methodist Church in January, 1923, includes members of four churches, the Park Methodist Episcopal Church, of Weehawken; the First Baptist Church, of Union Hill; the Union Place Methodist Episcopal Church, of Union Hill, and the New Durham Baptist Church, of North Bergen. The pastors of these churches are: Rev. Arthur H. Brown, Rev. Robert H. Rollins, Rev. R. C. Swift, and Rev. Mr. Christie. The president of the Choral Society is John Weaver; vice-presi-

dent, D. C. Thomas; secretary Mrs. Kiehl; treasurer, Mrs. Lillian Johnson; conductor, Kenneth Christie; pianist, Doris Allbee.

The National Council of Catholic Women was organized in St. Lawrence's parish, Weehawken, early in 1923, with these officers: Mrs. L. Reagan, president; Miss Steadman, vice-president; Mrs. May Carroll, secretary; and Mrs. Philip McNulty, treasurer.

Like the other North Hudson municipalities, Weehawken has made rapid strides in educational matters the past few years, making a remarkable contrast with the early days. The town now has three schools, sixty-four teachers, and 1,850 pupils, and is to build No. 4 School in 1923, a sixteen-room building. All of the present schools have kindergartens; one opportunity class, 1922. There is no high school department, but four hundred pupils are in outside high schools. In addition to the number of teachers mentioned above, there are special teachers in drawing, music, physical culture, domestic science, etc. Frank A. Balch is supervising principal of the school system, and has held the position more than twenty-five years, since September, 1897. The principals and vice-principals of the three schools are the following: Lincoln School—Mary E. Read, principal; Margaret Hasbrouck, vice-principal. No. 2 School—Frank A. Balch, principal; Marion J. Frost, vice-principal. Hamilton School—Cora E. Fiske, principal; Charlotte R. Coryell, vice-principal.

The Board of Education consists of the following five members: Lester L. Davis, term expires February 1, 1923; Albert Leuly, 1924; H. Frank Eisinger, (president) 1925; Frank G. Raseh, 1926; Henry Paul, (vice-president), 1927. There are five standing committees, which give a chairmanship to each member of the Board. Arthur V. Briesen is secretary of the Board; John Callery is custodian; William C. Asper, attorney; A. E. Fendrich, M. D., medical inspector; Charles E. Bowe, D. D. S., school dentist; Marie C. Brown, R. N., school nurse; William Weir, supervisor of repairs; John Brinkman, attendance officer. Weehawken schools are working under Article VI of the school law.

Early in 1923 the school authorities reached the conclusion that it was necessary to increase the school facilities of Weehawken to meet the requirements of the growing community, as the three schools then in commission had become inadequate to meet the demand for more room. As the result of a joint conference on the matter by the Board of Education and the Township Committee it was decided to build two new schools—a junior high school on the Hauxhurst site, in the southerly section of the township, purchased some years ago, and a grammar school in the northerly end of the township, which proposition was subject to approval by the taxpayers.

Large increase in the number of school children is a plain indication that the population of the town is growing. In 1890 Weehawken had less than 2,000 inhabitants—just 1,943 by the census enumeration that year. In the next ten years the population almost trebled, as it was 5,325 in 1900. In the next decade it more than doubled, bringing the total in 1910 up to 11,228. More than 2,000 were added in the following five years, the count in 1915 being 13,488. From then up to 1920 there was an increase of nearly 1,000, making the total 14,485.

What materially aided in the growth of the town is its unexcelled transportation facilities, both by rail and water. Its river frontage extends a distance of one mile, from Hoboken to West New York. The Erie, New York, Ontario & Western, and West Shore railroads have stations in the town. The New Jersey Junction, Fort Lee road and the New Jersey Shore Line road

run through the township. In addition there is trolley service, with transfer privileges to all points in Hudson county. Besides exceptional facilities mentioned, the town has a perfect sewer system, an unlimited supply of pure water, electric and gas lighting, well-kept streets, etc. A public welfare organization, called the Civic Betterment Society, performs all the customary functions of a Board of Trade.

Weehawken was very small in population when it was organized as a township. In 1860 the number of inhabitants in the territory was only 280. During the next five years there was a very slight increase, just a little over 100, the total count in 1865 being 388. In the following five years the gain was a little more than 200, boosting the population up to 597 in 1870. A better showing was made in the next ten years, as the census count in 1880 totaled 1,102. Since that time the increase has been steady and more rapid.

Town Government—Charles D. Leech is the present mayor of Weehawken, he assuming the duties of the office on January 1, 1923, when he succeeded Emile W. Grauert, who was the mayor of the town up to that time. The members of the Council are: Walter Raine and Harry J. Stearns, of the First Ward; Fred Bergmann and Frank Tibbitt, of the Second Ward; Hugh J. Coyle and Carl Mueller, of the Third Ward. Other town officials are as follows: Edward L. Bergmann, treasurer; John G. Meister, assessor; John N. Platoff, recorder; Dr. William J. Snyder, town physician; Thomas J. Harmon, town engineer; William H. McTighe, auditor; James Ryan, pound-keeper; William S. Stuhr, town attorney.

The pension commission, having charge of the police and firemen's pension fund, is composed of Mayor Leech, Town Treasurer Bergmann, Fireman Richard L. Lahm, Patrolman John J. Timoney, and August L. Hildener. Mr. Bergmann is treasurer of the commission, and Mr. Timoney the secretary.

The town's fire department is composed of volunteers and also paid men. William Wick is the chief of the volunteer firemen. Four men out of eleven, who were appointed to membership in the paid department in December, 1921, and after serving a few weeks were dropped from the rolls through the whirligig of politics, were afterwards reinstated by order of the Supreme Court in January, 1923, each one of the quartette receiving back salary, amounting to \$1,800. The reason for their reinstatement was that the four men were veterans of the World War and served overseas. They are John Anderson, William Donnelly, Thomas Heagney, and Thomas P. Walsh.

Paid firemen of Weehawken became members of the State Firemen's Mutual Benevolent Association of New Jersey, being installed on February 12, 1923. The officers elected by the newly installed members were the following: Richard Lahm, president; William Donnelly, vice-president; Thomas Walsh, recording secretary; John Anderson, treasurer; Lieutenant George Walter, executive; and Adolph May, deputy chief; John Ryan, and Captain Frank Shortt, trustees. Emil Groth was the postmaster of Weehawken in 1923.

When the North Hudson Hospital was started nearly a quarter of a century ago, it was in a very modest way, but in the last decade the business of the institution has expanded greatly. The hospital was organized in the year 1900, and incorporated in 1901. The first officers were as follows: George B. Bergkamp, president; Edward A. Duer, first vice-president; Daniel P. Westervelt, second vice-president; R. F. Palmer, secretary; Charles Stuetzer, treasurer; William Gulden, financial secretary. The first hospital was in a frame building, rented for the purpose in 1901. In 1910 and 1911 the present hospital was built on Bull's Ferry Road, Weehawken. It was of brick construc-

tion, and contained three floors and basement. That answered the purpose for a few years, and in order to meet the pressing demands, it was found necessary to enlarge the building in 1913-14, which was accordingly done. While it is called the North Hudson Hospital, from which section a majority of the cases come, there are many other patients brought to the hospital from points outside of Hudson county, especially those in accidents on railroads whose terminal is Weehawken.

The total number of patients treated at the hospital in 1922 was 1,881. The average number of nurses employed during the year was six graduate nurses and twenty pupil nurses. Expenses of the hospital for the year 1922 totaled \$95,000. The present officers and board of governors are the following: Officers—Emil Groth, president; J. Minner, first vice-president; Theodore Seltzer, second vice-president; A. Strickland, secretary; Paul B. Moos, treasurer; William Gulden, financial secretary; Mathilda Gumper, R. N., superintendent. Governors—Paul B. Moos, J. J. Ebbecke, Louis Emmerich, William Dahm, Jeremiah Minner, E. E. Speyer, Charles W. Kappes, Harry Ruhle, Steve Sullivan, Emil Bautz, Emil Groth, Edward Kuhlman, George Sauer, A. Strickland, S. Newberger, Leo Braverman, Jacob Schuster, O. L. Aud Der Heide, Henry Gordon, William Gulden, George Roman, William Rannenbergh, Theodore Seltzer, W. L. Walther, C. H. Grebenstein, George V. Denzer, H. Bischoff.

CHAPTER XXIX.

WEST NEW YORK TOWNSHIP.

Probably the most rapidly growing section of Hudson county in recent years, as shown by its great gains in population, is that known as West New York. In 1900 the census count was only 5,267 inhabitants, but in the next ten years there was a large influx, making the population 13,560 in 1910, while over nine thousand were added in the following five years, bringing the total up to 22,943 in 1915. But the town did not stop there, but continued onward in its growth, the census in 1920, showing 29,926, an increase of almost 7,200 in five years, making it the second largest in population of the seven North Hudson towns, West Hoboken being the largest. Few towns in New Jersey can show such rapid strides.

West New York is that portion of Hudson county lying immediately north of Weehawken and the Town of Union, bounded on the west by the Hudson boulevard, on the north by the town of Guttenberg, and on the east by the Hudson river. It was originally part of the township of Union, remaining after the incorporation of the Town of Union. On March 2, 1898, West New York was incorporated as a town, with the following specific boundaries: All that part of the county of Hudson, etc., beginning at the intersection of the center line of Bull's Ferry road and the northerly boundary of the Town of Union; running thence in a northerly direction along the said northerly boundary of the Town of Union, its several courses, to the center line of what was formerly the Bergen Wood road; thence in a northerly direction along what was formerly the center of said Bergen Wood road, its several courses, to a point on the southerly line of the town of Guttenberg; thence in a generally easterly direction along said southerly line of the town of Guttenberg, its several courses, to the Hudson river; thence in a generally southerly direction along the Hudson river, its several courses, to the northerly line of the township of Weehawken; thence westerly along the said northerly boundary line of the township of Weehawken to the center line of Bull's Ferry road;

thence southerly along the said center line of Bull's Ferry road to the point or place of beginning, now embraced within the limits of the township of Union, and the same is incorporated into a town to be called and known by the name of "the Town of West New York."

The town presents the same general characteristics as the other North Hudson towns, but the advantage gained by an untrammelled waterfront that is free from railroad or corporation domination, has been shown by its rapid growth and development. Its water privileges are unsurpassed, having a frontage directly on the Hudson river, opposite New York City, with a depth of water close inshore sufficient to accommodate the largest ocean vessels. Its shore is open to private development and several important factories have located, attracted by these exceptional advantages. The town is also the seat of a number of silk and embroidery factories, which not only add greatly to its wealth, but afford employment to many wage earners under the most favorable conditions. Within the past decade improvements have been accelerated by the civic pride of its citizens supported by the progressive public spirit of its town government. Like the neighboring towns, it is brought into easy access with all the railroads and ferries in the county through connecting trolley lines which, together with its commanding location, alluring to the homeseeker, has made it one of the marked localities of the county for speedy growth and improvement: The town is on the New York, Ontario & Western, and the West Shore railroads, distant about one-half mile from the station, while trolley lines connecting with Weehawken, Hoboken, Jersey City, Newark and other centers of population in Hudson, Essex and Bergen counties pass through the town.

Its educational advantages are of the very best, there being six public, one continuation, and two parochial schools. The earliest record of any attempt to provide facilities for the education of the young in the territory known as West New York appears to have been in the year 1863, when it was included in School District No. 9. A class of about one dozen pupils was formed and for some little time occupied a hall in the rear of Schneider's Hotel on Bergenline avenue. From this small beginning the town's school system has developed into one of the most progressive and thorough in the county. The newer buildings are equipped with the latest and most approved appliances for both intellectual and manual training. As an evidence of the true progressive spirit of the school authorities, they long since recognized the vast importance of the embroidery industry by installing machines for its manufacture in their schools and made it a part of the regular manual training system, so that at the time of graduation the pupil is well qualified as an independent wage earner, to become self-supporting.

Included in the educational advantages of the town, are two well equipped parochial schools with accommodation for nearly 2,000 pupils, thus in a great measure relieving the municipality of the additional expense that would have been necessary for the proper accommodation of children of school age.

Churches of seven different denominations offer opportunity for religious worship to all, there being one Baptist, one Presbyterian, three Catholic, and two German Lutheran churches.

Of fraternal organizations there are Elks, Foresters, American Mechanics, Knights of Columbus, and Red Men, all having a large membership.

For fire protection there is a partly paid and partly volunteer department of seven companies, equipped with the most modern fire fighting apparatus, while the necessary water supply is carried to all parts of the town through mains, with connecting hydrants at convenient locations for the use of the

firemen. The fire headquarters is in the Municipal building, where also are located the police headquarters, offices of the mayor, tax collector, and supervising principal of the schools.

CHAPTER XXX.

PIONEER SETTLERS OF WEST NEW YORK.

One of the pioneer settlers of this section of Hudson county was Conrad Bickhard, who was born in Hesse, Germany. Mr. Bickhard left the Fatherland in 1848 for America, and in New York City, where he lived for about six years, engaged in carpentering and cabinetmaking. It was in the year 1853 that he became one of the pioneers of what is now West New York, and the story of his settlement here is quite interesting. He was obliged to cut his way through the woods almost from the ferry to a point about five miles northwest, and on the spot where his widow still resided in 1900, he erected a rude house which his family occupied until he could build a more comfortable home. His nearest neighbor was more than two miles distant. All around him were dense forests, yet out of these he carved his home, and lived to see the timber cleared away, houses spring up, and a village grow into activity. Here he followed the trade of carpenter with marked success, and occasionally gratified his finer instincts by making pieces of household furniture, many of which were highly prized for their elegance as well as for their associations. He received a premium for good scholarship in architecture. Mr. Bickhard served seven months as a member of a New Jersey regiment in the War of the Rebellion, being honorably discharged on account of illness. He was for a number of years a school trustee and district clerk, and was one of the first five members and founders of the German Reformed Church of the Town of Union. He was also a member of the Harugari, of the old "Seven Wise Men," and of the original fire department in West New York. Mr. Bickhard always took an active interest in the growth and prosperity of the town, was prominent in every movement designed to advance its welfare, and was highly respected by all who knew him. He died October 15, 1875. Some of his descendants still reside in this vicinity.

Another early settler in West New York was John E. Otis, who was the first chairman of the town's governing body and one of its leading business men. He was born on September 20, 1853, in New York City. In 1888 Mr. Otis established himself in the hardware business in West New York, where he afterward resided. Few men have contributed more to the growth and welfare of a community than has Mr. Otis to the section in which he lived. He not only gave it an important impetus in business affairs, but was also active and influential in its very foundation as a town as well as in its organization and advancement. As clerk for one year, as a member of the Board of Council, and as acting chief of police of the township of Union, he took a prominent part in all local affairs, and it was through him that the town of West New York was set off and legally incorporated on July 5, 1898. He was the principal founder and organizer of the new town, and in the spring of 1899 became its first chairman, which office he held for a term. He was also acting chief of police under the town's new charter, treasurer of the Firemen's Relief Association, and foreman of the Empire Hook and Ladder Company, he having organized the first fire department in West New York. In these various official capacities he displayed patriotism and enterprise, and was universally respected and esteemed as a public-spirited, energetic, and progressive

citizen. His popularity was attested by the confidence in which he was held and by the honorable standing which he attained in the town and county. He was a commissioner of appeal in the Township of Union for about three years and financial secretary of the West New York Lodge of Foresters of America for about five years, and in various other connections was a useful and valued citizen and a trusted business man. Mr. Otis was married in 1883 to Emma Hoppelsberg, daughter of Frederick A. Hoppelsberg, of Guttenberg. Of their four sons two are still residing in West New York.

Ord Darling was another prominent citizen of West New York, being born in New York City on April 13, 1857, and when about seven years old moved with his parents to West New York. He was educated in the public schools here, and when sixteen years of age he entered his father's bleachery, where he remained until he reached the age of twenty, learning and mastering every branch of the business. In 1878 Mr. Darling became superintendent of lighters for the West Shore Railroad Company, and about 1885 he resigned from that position. After a year spent in a bleachery, he became ferry master at the old ferry, where he continued from 1886 to 1890. He was subsequently foreman of the Union Granite Company until 1893, after which he became State agent for New Jersey of the Climax Powder Company of Emporium, Pennsylvania, having his office in West New York. In public life Mr. Darling was prominent for a number of years. He was a member of the Board of Council of the Township of Union for two years, chairman of the Board for one year, police sergeant of the Town of Union for two years, and township treasurer one year. In 1900 he was serving his second term as a member of the Hudson County Board of Chosen Freeholders from West New York. In politics he was an active and influential Democrat, and from 1895 to 1900 he was a member of the Democratic County Committee from his district. Mr. Darling was a charter member of Court West New York, No. 29, Foresters of America, was chief ranger for three successive terms, and served as district deputy for Court Fort Lee and Court Palisade; also a member of the Royal Arcanum and of the Elks. He was one of the organizers and a prominent member of the Fire Department of West New York, and was most active and useful in the organization of the town. In these and various other capacities Mr. Darling displayed great executive ability and native energy, and throughout his life he retained the confidence and respect of all who knew him. He was always a progressive citizen, ready to promote every worthy enterprise, and active in the affairs of the community. It was while serving as sergeant of police at the old Guttenberg race track, that he saved the life of Michael Buckley, a constable, while the latter was attempting to arrest a noted desperado and criminal. Mr. Darling was married in March, 1880, to Alice, daughter of John and Alice White, of West New York, and nine children, five sons and four daughters, were born of this marriage, some of the children residing here and engaged in business pursuits.

John S. Darling, brother of Ord Darling, mentioned above, also became prominent in the affairs of West New York. He was born in New York City July 29, 1853, coming with his parents to West New York when about ten years old. The father died here September 22, 1867, and the mother also died here July 8, 1900, in her eightieth year. Mr. Darling was educated in the public schools of New York City and West New York. After serving an apprenticeship as a bricklayer, he engaged in the business of bleaching and refinishing lace curtains at this place. Disposing of this business in 1889, he became secretary and treasurer of a corporation which operated the so-called sanitary laundry trays, subsequently becoming manager of the plant.

Having disposed of his interest in this enterprise, he next engaged in the manufacture of music boxes, under the name of the American Music Box Company, of West New York, and later of Hoboken. In 1893 he embarked in the real estate and insurance business, and in that line he was remarkably successful, having offices on Bergenline avenue, opposite the town hall. Mr. Darling was a member of the Hoboken regiment of the National Guard, Ninth New Jersey Volunteers, and was honorably mustered out as sergeant at the expiration of his term of enlistment of seven years. He was a charter member of the Empire Hook and Ladder Company of West New York, and was its foreman for two years. He also affiliated with Mystic Tie Lodge, No. 123, Free and Accepted Masons; Cyrus Chapter, No. 23, Royal Arch Masons; Pilgrim Commandery, No. 16, Knights Templar, of Hoboken; Mecca Temple, Ancient Arabic Order, Nobles of the Mystic Shrine, of New York; Lodge No. 74, Benevolent and Protective Order of Elks, of Hoboken; the Foresters of America, of West New York; Oak Cliff Council, No. 1,748, Royal Arcanum; and Palisade Lodge, No. 128, Knights of Pythias. He held various official positions in these orders. He was a member of the Dutch Reformed Church.

Mr. Darling also became conspicuous in various public capacities. He was township clerk of the Township of Union (now West New York), being in fact its first clerk, and served three years. For four years he was tax collector and treasurer of the same township, being successively elected without opposition. For two years he was chief of police of the Township of Union, and was elected tax collector of West New York on the organization of the town in 1898 and reelected in 1899 for a term of three years. He was also a commissioner of deeds and a notary public. In September, 1893, he was married to Abigail B., daughter of James and Sarah Crossley, of Fairview, Bergen county.

Captain James Henry Symes became a leading resident of West New York about forty-two years ago, but he had a tragic experience in sailing for America in 1849 from England, where he was born in 1847. When off the cove of Cork, Ireland, the ship was wrecked, and Captain Symes's father, two brothers and a sister died during the trip, which lasted four months. The brave mother, undaunted by the terrible disaster, which included the loss of nearly all their goods, continued the voyage to New York with her remaining seven children, and lost no time in establishing a home for her family in what is now the Town of Union. Captain Symes was educated in the public schools of the Town of Union and at the Free Academy in New York City, and at the age of seventeen he engaged in the banking business in New York. The panic of 1873, however, turned the course of his life into channels outside of banking, and, becoming active in political affairs as a member of the Democratic party, he served as town clerk of the Town of Union for three terms between 1871 and 1876. He was also town recorder for two years, and a justice of the peace. In 1881 he purchased property in West New York and established his permanent residence here, and in September, 1882, he established a lumber yard and at once entered upon an energetic business, which was successful from the first. Starting on a modest scale, he gradually and steadily built up an immense trade, aggregating \$100,000 a year—a sum not exceeded and probably unequaled in any similar business in the North Hudson section. He conducted this business with uninterrupted success until the spring of 1898, when, having acquired the other large and important interests, he sold it to the Dodge & Bliss Company.

During the decade between 1885 and 1895 Captain Symes purchased large tracts of land in West New York, North Bergen and Weehawken, which he

laid out into lots, streets and avenues, with all the modern improvements, and upon which he built many dwelling houses, factories, etc., thus contributing materially to the growth and development of the three communities. He developed properties amounting to over 1,000 city lots, and built up and sold over a quarter of a million dollars' worth of holdings. Captain Symes was actively interested in educational matters, in politics, and in every movement affecting the future of his town and county. He was always one of the most generous and benevolent of men, giving liberally of time and means to every worthy object. Although often urged to accept public office, he generally declined to do so, on account of engrossing business cares, yet he never failed to discharge with promptness and fidelity all the duties of a citizen. He was a prominent member of the first Board of Council of West New York, being the only Democrat in that body. At various times he was a delegate to many town, county, district and State Democratic conventions. Captain Symes was married April 19, 1873, in the Town of Union, to Matilda Maackens, who was born in the Town of Union in 1853. She died March 1, 1892, leaving three children. Descendants of the family are scattered in North Hudson.

Among the early arrivals in this section was John Dippel, Jr., who was born October 7, 1855, in New York City. He received his education in the public schools of New York City and of North Bergen. In 1883 he embarked in business as a building contractor, his work in this line having been quite extensive, one of his big jobs being the erection of twenty-four houses at Highwood Park in 1900. He attained much prominence and influence in West New York, and held the office of tax collector for two terms, or a period of four years, and also served one term as a member of the Board of Education of West New York. He was active in the Republican party councils, a member of Palisade Lodge, No. 84, Free and Accepted Masons, and a member of the Ancient Order of Free Smiths, and of the Foresters of America. His wife was Eva A. Meyer, who was born in New York City in 1855. Members of the Dippel family are still well-known residents of West New York.

One of the substantial citizens of West New York was William H. Schmidt, who was born in Saxon, Germany, in May, 1834, and emigrated to America in 1851. He became a resident of West New York in 1869. From 1873 to 1894 he was actively engaged in the wholesale ice business. In 1894 his extensive plant was destroyed by a cyclone, but he rebuilt on a larger scale. In 1898 he built the well-known Schmidt's hygeia ice factory on Harrison street, near the Hudson Boulevard, in West New York, of which he and his youngest son were the sole owners, the firm name being William H. & E. H. Schmidt. At the present time the business is conducted by the son. Mr. Schmidt was one of the most extensive property owners in North Hudson. As a Democrat in politics, he was active in public life. For a period of twelve years he was chairman of the Township Committee, and in that capacity distinguished himself by the display of rare executive ability. For ten years he was also a justice of the peace, while for six years he was a member of the Board of Education, of West New York. He also served as treasurer of the township, holding this responsible position for more than four years. He enjoyed the confidence of the entire community and established a reputation for integrity and soundness of judgment. Mr. Schmidt saw service in the Civil War with the 55th Regiment, National Guard of the State of New York, including the fierce seven days' fight in the Wilderness. When mustered out of the service in 1863 on account of disability, he tarried for a time in New York City in business, but eventually, in 1869, reached West New York, having in the meantime acquired real estate holdings here. Mr.

Schmidt married in 1853 a native of Bavaria, and had four children, all of whom made their home in the township.

In 1863 John Oetjen came to this section of Hudson county and established a home. Born in Hanover, Germany, in 1837, he came to America in 1861, and the following two years was engaged in the manufacture of loaf sugar in New York City. He then removed to West New York, and during the first two years of his residence here was engaged in distilling and rectifying liquors. Afterward he was engaged in the wholesale and retail liquor business, retiring in 1894. Mr. Oetjen was always noted as a man of integrity, industry, and enterprise. Taking from the first a deep interest in local affairs, he was for eighteen years a school trustee, serving several years as chairman of the Board, and during one-half of the time acting as district clerk. He was also for three years a member of the Township Committee. In politics he was a Democrat. Mr. Oetjen built several houses in West New York, thus contributing to the material growth of the town. In social affairs he was a member of the old and unique order known as the "Seven Wise Men," and was also active in other organizations. In 1870 Mr. Oetjen married Mary Hulse in New York City, and one son, John F. Oetjen, was born to this union, the son following the carpenter trade in West New York.

West New York was the birthplace in 1853 of James T. Lillis, who filled a prominent niche in the public affairs of Hudson county; in November, 1896, he was elected surrogate of the county.

John Best, who was born in England in 1846, came to America in 1872 and settled in New York City, where he remained until 1890, part of the time being engaged in business on his own account; in the last named year he removed to West New York, and established the business of manufacturing stairs, being located on Bergenline avenue. He actively participated in public affairs, was deeply interested in educational matters, and active in everything pertaining to the best interests of the community. In 1898 he was elected a town committeeman for a term of three years.

William M. Van Sickle took a prominent part in educational matters in West New York a quarter of a century ago, being supervising principal of the public schools of the town. He was born on a farm in Sussex county, New Jersey, in 1854. Mr. Van Sickle taught school after completing his studies at the New Jersey State Normal School, and at Cooper Union, New York City, teaching at the country cross-road, afterward at the rural village, and then going to the town. In 1892 he came to West New York, where he successfully filled the position at the head of the school system for about ten years, with a full complement of studies ranging from the kindergarten to the high school.

First Township Committee Meeting—The Township Committee of Union township held its first meeting in 1878, and just twenty years later Union township became West New York, by which name it has since been known. The meeting is officially recorded as follows:

On April 15, 1878, the Township Committee organized, with three members: W. H. Schmidt, Cornelius Healy, and Charles Wurtz, Jr. Mr. Schmidt was selected chairman of the committee. Chairman Schmidt was still a member of the committee in 1884, together with Michael Furlong and Garret Fink. Other township officials were: Township clerk, John S. Darling; assessor, John Padden; collector, Thomas Dolles; constables, Garret Fink, John Waller, Thomas Cleary, William Lawless, and Peter Donohue. The Township Committee was elected annually, as was also the township clerk.

The following appropriations were made for the year: Roads, \$300; poor purposes, \$150; fire department, \$200; township map, \$200; total, \$850.

The following petition requesting the Legislature to set off a portion of what was then known as Union township, explains itself:

To the Honorable the Senate and General Assembly of the State of New Jersey:

GENTLEMEN:

The undersigned citizens, freeholders and taxpayers of the township of Union, in the county of Hudson, would most respectfully request the passage by your Honorable body of Assembly Bill, No. 193, entitled, "An Act to set off the incorporate town of Guttenberg from the township of Union, in the county of Hudson, and as a measure of justice and protection and for various other good and valid causes.

Your petitioners ask for the speedy passage of the bill above referred to, and for which your petitioners will in duty bound ever pray.

(Signed by a large number of the Citizens).

At the meeting of the joint committee held at Hudson County Park House, on March 20, 1879, the township was represented by Town Committeemen William H. Schmidt (chairman), Cornelius Healy, and Charles Wurtz, Jr. The joint committee, after adjusting and determining the separate assets justly, pertaining to the township of Union and to the town of Guttenberg, submitted to the inhabitants their proceedings for a publication covering seven pages, and dated March 31, 1879.

The entire area of Union township is thought to have been owned at an early period by Bergeners, among whom were Van Vorst, Van Horn, Newkirk, De Mott, and others. Plots were purchased by men of enterprise, surveyors employed, and maps were made marking out building lots, numbered and located, and announced for sale. Among these maps were: The "Map of West New York," 1855, giving localities of lots on both sides of Jefferson and of People streets; "Map of 82 building lots," filed July 5, 1856, showing lots on Bergenwood road, Washington street, Jefferson street, and Pierce avenue; "Map of property surveyed by William Hexamer, surveyor, 1867," showing lots on Washington street and Jefferson street, West New York. As years elapsed, these maps multiplied, so that in less than twenty years very little of the area of this township could be said to be without map illustration, denoting the building lot, though the building itself be in a distant future.

CHAPTER XXXI.

CIVIC AND EDUCATIONAL BODIES—CHURCHES AND BANKS.

Besides a wonderful growth in population, manufacturing industries, etc., West New York has expanded in other ways, particularly, the raise in the tax ratables, which affects the whole community. For the year 1923 there was an increase of about \$1,000,000 in the valuations of real estate over 1922, when the amount of \$21,769,825, which, added to \$1,471,000, the value placed on personal property, and \$8,197,489, fixed by the State Board on second-class railroad property, made a total of \$31,438,314, and a tax rate of \$41.12 per \$1,000 of assessed valuation. In 1915 the value of the town's taxable property was \$17,549,652, and in 1918 it had increased to \$22,915,155. Back in 1912 the total valuation was in round figures \$13,000,000, so that the present day total is more than double the amount of eleven years ago.

On January 1, 1923, the date of the reorganization of the town's governing body, it was comprised of the following: Mayor, J. V. McNeill; councilmen, F. Bauer, H. Darke, C. Daume, E. Dilworth, W. Effert, H. Heinz. On the same day John G. Andes, Charles F. Mayer, and William Scherer, who had

completed their terms as councilmen, retired from the Board. Mayor McNeill announced the following standing committees for the year: Police—McNeill, Daume, Effert; streets, Daume, Effert, Heinz; fire, Bauer, Darke, Dilworth; printing, Darke, Heinz, Bauer; light, Dilworth, Darke, Effert; license, Heinz, Daume, Bauer; finance, Daume, Bauer, Dilworth; alms, Heinz, Darke, Bauer; laws, Dilworth, Daume, Effert; buildings and grounds, Effert, Bauer, Dilworth.

The selections made by the mayor to fill the various local offices were as follows: Daniel P. Curry, president of the First National Bank of West New York, town treasurer; Edward F. Chevalier, recorder; Leo S. Swanick, assistant town clerk; William J. Boquist, official stenographer; John S. Toomey & Co., auditor; Dr. James J. Benson, town physician; George J. Mansmann, commissioner of streets; Gustav Boniface, clerk to the recorder; Samuel L. Hirschberg, town attorney; August Behrmann, inspector of streets and sewers; Peter Brennan, poundkeeper; John Hangle, Charles Korker, and Peter Scharf, street foremen; Dominick Orlando, assessment commissioner; A. Salomini, court interpreter; August Goutz, William Volz, and Edward Dilworth, members of the Board of Health; Mrs. Mary Kohnert and Mrs. Catherine Vogel, cleaners in the Municipal building; August Knoeppel, assessment commissioner for the unexpired term of William Volz; John Brawer, clerk of the Police and Firemen's Pension Fund; Edmund G. Massa, member of the recreation commission, succeeding Richard J. Miller, who had just completed a continuous service of nearly ten years, ever since the commission was established, and was chairman all that time. Councilman Daume and Effert were named as members of the Board of School Estimate. George Hamill was reappointed trustee of the Free Public Library.

Mayor McNeill cited as among the accomplishments of the year 1922, the building of a new library and the establishment of a zoning system and building commission. He remarked that the next improvement in order, and one which would probably be undertaken during the year, was a high school building. A park east of Bergenline avenue was included in the predictions for the year 1923 made by the mayor, for which park purpose the council planned to purchase the Dieckmann estate, commonly called the "swamps," at a cost of \$102,000.

Other departments of the town government were constituted as follows for the years 1922-23: Board of Assessors—William Duhne, president; Thomas Curry, secretary; Frederick W. Kreliwitz. Assessment Commissioners—William Volz, president; Dominick Orlando, George Willaredt; assessment clerk, Felix Higgins. Sinking Fund Commissioners—Alex. Seuferting, John Hunt, Otto C. Bauer. Board of Recreation Commissioners—Wilbur J. McGowan, Harry Heinz, Fred C. Bilgeshouse, William C. Bentel, Edmund Massa. Board of Health—Dr. William A. Ryan, president; Fred Schneider, vice-president; Rudolph Kunze, treasurer and health officer; William McDowell, clerk; Charles Turkowsky, plumbing inspector. Board of Education—Dr. Edgar W. Roberts, president; Philip Diehl, vice-president; Lawrence Dinkelspiel, Phil A. Payne, Louis E. Serf, J. B. Corbett, custodian of school moneys; George T. Kilventon, secretary; H. W. Maxson, supervising principal; Dr. Frank Pearlstein, physician. Board meets first and third Wednesdays of each month at 8 p. m. Office at School No. 5, Hudson avenue, between Tenth and Eleventh streets.

The location of the schools is as follows: School No. 1, Madison, corner Eighteenth street; No. 2, Broadway, between Sixteenth and Seventeenth streets; No. 3, Polk, corner Tenth street; No. 4, Twenty-second street and

Palisade avenue; No. 5, Hudson avenue, between Tenth and Eleventh streets; No. 6, Broadway, between Eighteenth and Nineteenth streets.

According to the information furnished by Supervising Principal Holly W. Maxson, there were enrolled for the year 1923 in the schools of West New York under his jurisdiction 6,313 pupils, with 196 teachers, besides special teachers and substitutes to the number of twenty as follows: No. 1 School—Vaugh D. Stocking, principal, 1748 pupils and 48 teachers. No. 2 School—Mary P. Diamond, principal; 334 pupils and 9 teachers. No. 3 School—J. Edgar Dransfield, principal; 665 pupils and 21 teachers. No. 4 School—Mary C. Lucas, principal; 1,006 pupils and 26 teachers. No. 5 School—Wilson Staver, principal; 1,674 pupils and 44 teachers. No. 6 School—C. A. Woodworth, principal; 182 pupils and 5 teachers; high school—704 pupils and 43 teachers.

As an incentive to the officials of West New York to call a halt in expenditures, which had resulted in a tax rate for 1923 unprecedented in the history of the town, and to take steps toward converting into bonds about \$500,000 represented in notes, many of them overdue, Judge Francis H. McCauley, school attorney, made an offer to the Board of Education at the beginning of 1923 to continue as legal advisor to the Board for the next school year without remuneration, declaring it as his opinion that some one should emphasize one sure way of lowering taxes. Judge McCauley in his communication to the Board of Education gave a clear insight into school matters and his reason for making this offer.

The Free Public Library officers are as follows: Conrad Gerisch, president; William Hill, secretary; George Hammel, treasurer; Rowland Dwyer, Elsie Klemm, trustees; mayor and president of Board of Education, members *ex-officio*.

Fire Department—Headquarters, Municipal building. Chief, Ernest G. Beckert; electrician, Ernest H. Benz. Hook and Ladder Company, No. 1, Municipal building. Joseph Smith and Harry Witte, captains. Hook and Ladder Company, No. 2, 22nd and Jackson streets. Thomas McCue and Victor Ecker, captains. Engine Company, No. 3, Harrison place and 16th street. Rudolph Mayer and Albert Schneider, captains. Engine Company No. 4, Seventh street, between Bergenline and Palisade avenues. Bernard McCue and Thomas Russell, captains. Engine Company No. 5, Seventeenth and Jefferson streets. Engine Company No. 6, Hudson avenue and Twenty-second street. Max Kloster and Joseph Carroll, captains. There are forty-seven fire alarm boxes placed at convenient locations throughout the town.

West New York Exempt Firemen's Association—meets every second and fourth Friday of each month at Hudson avenue and 22nd street, and has as its president John Andes; secretary, William H. Funk.

Police Department—Headquarters, Municipal building. Chief, Charles Hangle; captain, George Gleitsman; lieutenants, John H. Bauer, Louis Gerisch, Harry Hertsch; lieutenant-detectives, Patrick Wallace, Joseph Kenney, John Stecklein; sergeants, James Corliess, Frederick Rusch, Arthur Brinckmann; lieutenant (motorcycle), Christian Gleitsmann.

Police Patrolman's Benevolent Association (West New York Branch)—Stephen Mackert, president; Michael Hangle, secretary; Christopher Werschmidt, treasurer. Meets every first Friday of each month at Municipal building.

Courts—Recorder's Court, Municipal building. Judge, Edward Chevalier; Gustave Boniface. Justice of the Peace, Orlando Dominick, 466 Bergenline avenue.

Post Office—West New York is a branch of the Weehawken post office at No. 663 Bergenline avenue. The main branch is located at No. 410 Lewis street, Town of Union. Service is supplied from this branch to West New York, Guttenberg, Woodcliff, and East Durham. Superintendent, Charles J. Thielmann. Sub-Station No. 7, is located at No. 493 Bergenline avenue. William Rabinowitsch, contractor. Sub-Station No. 9, at Twelfth street and Hudson avenue. Benjamin Lerner, contractor. Carrier service is maintained from the West New York branch. The post office is closed on Sundays and legal holidays; on all other days the main office is open from 7 a. m. to 8:30 p. m.

Societies and Clubs—At the present time there are a number of societies and clubs in West New York, all having a good membership, the list including the following:

American Valebit Association—Meets 638 Hudson avenue.

Auf Der Heide O. L. Association—610 Bergenline avenue. Harry McGill, president.

Barrett Columbia Club, Inc., Council No. 1273—440 Twenty-first street.

Boy Scouts of America, Troop No. 4—4944 Hudson boulevard. John E. Susse, scoutmaster.

Boys' Club—610 Bergenline avenue. Wilbur McGowan, president.

The Antler Club, Inc.—This club came into existence in November, 1920.

Children of Mary Sodality—4944 Hudson boulevard. Mae Montague, president.

Foresters of America, Court No. 29—610 Bergenline avenue.

Holy Name Club of Our Lady of Libera Church—4944 Hudson boulevard. Victor Muller, president.

Madonna Della Libera Sodality—4944 Hudson boulevard. Giovanni Inglese, president.

Madonna Friendship Club—4944 Hudson boulevard. Henrietta Murray, president.

Park Social Club—658 Hudson avenue. Charles Ulrich, president.

West New York Democratic Club, Inc.—583 Bergenline avenue.

West New York Circle, No. 12, Lady Foresters of America, installed the following officers for the year 1923: Mrs. M. Lehnig, past commander; Mrs. Dillgens, commander; Mrs. Rodenberg, sub-commander; Mrs. A. Hoelens-teiner, recording secretary; Mrs. Schildner, financial secretary; Mrs. B. Goerig, treasurer; Mrs. M. Muller, right guide; Mrs. Foley, left guide; Mrs. A. Bengel, lecturer; Mrs. M. Metzinger, one-year trustee; Mrs. K. Kettig, two-year trustee; Mrs. Zimmermann, three-year trustee; Mrs. Robertson, inside guard; Miss L. Kettig, outside guard; Miss May Montague, organist.

West New York Camp, No. 11,302, Modern Woodmen of America, has been in existence ten years, being organized in 1913.

The Fern Club of West New York, a social organization, was organized in 1915, and early in 1923 celebrated its ninth anniversary.

The Lions Club of West New York is the youngest social organization in town, its formation dating from November, 1922. Daniel P. Curry was elected president, and John S. Toomey, secretary. At the club's first regular meeting after organization, interest was manifested in civic matters by the adoption of a resolution voicing a complaint against there being no place in town where garbage could be dumped, and requesting the Board of Council to designate a place for such purpose as soon as possible, thus doing away with what was termed "an offensive condition in a progressive municipality."

The Ironside Club, of West New York, was incorporated the early part of

1923. Mayor Joseph V. McNeill assisted the club in the matter of getting its incorporation.

Marie Mazzini Lodge, O. F. D. I., is also numbered among the fraternal organizations of West New York.

Among the social activities of West New York Council, No. 227, Junior Order United American Mechanics, a unique marble-shooting contest was staged between two teams of mechanics, one comprising the old men of the order and the other the young men, the contest being held in the Masonic Temple, No. 444 Sixteenth street, the early part of 1923. The final game was between John Weiss and A. Carlson, and was won by Weiss, one of the older men, with his twenty-seventh shot.

Churches—Included in the number of established churches in West New York for the years 1922-23 were the following:

Trinity Reformed—Palisade avenue, corner Sixteenth street. Rev. Abraham W. Hopper, pastor. Services held morning and evening on Sundays; Bible schools at 9:45 a. m. and 2 p. m.; Young People's meeting at 7 p. m.; Monday evening at 7 o'clock, confirmation class, and men's social evening; Tuesday evening, Church League for service at 8; Wednesday evening, Preparatory service; meeting of consistory at the close of service; Thursday, Boy Scouts; Friday afternoon, Junior Endeavor; Friday evening, Girl Scouts.

First United Presbyterian—Corner Hudson avenue and Ninth street. Rev. S. P. Barackman, pastor. Sunday services held morning and evening. Bible school, 9:45 a. m.; Young People's meeting at 7 p. m. Meeting for prayer and Bible study, Wednesday at 8 p. m. Junior Society; Friday at 3:30 p. m. Monthly meeting of the session, Monday at 8 p. m. Prayer meetings in the homes during the week.

West New York Baptist—Seventeenth street and Harrison place. Rev. John Lehnert, pastor. German sermon in the morning, Bible school in the afternoon, and English sermon in the evening on Sundays. Tuesday evening the young people's society meet under the leadership of the president, William Bischoff. Prayer meetings are Wednesday and Friday evenings.

Gethsemane—649 Madison street. Rev. James T. Kearney, pastor.

St. John's Evangelical Lutheran—Twenty-first street, corner Bergenline avenue. Rev. Walter Eickmann, pastor.

St. Paul's English Lutheran—470 Palisade avenue. Rev. Frank Jena, pastor.

Swedish Church—Corner Hudson avenue and Sixth street.

St. Paul's Methodist Episcopal—676 Monroe place.

Christian Science Society—Services morning and evening in the Masonic Temple, 444 Sixteenth street, near Bergenline avenue: Sunday school for pupils up to the age of twenty at 9:30 a. m. Wednesday evening meetings, which include testimonials of Christian Science healing, at 8 p. m. The reading room at 584 Bergenline avenue, where the Bible, "Science and Health With Key to the Scriptures," by Mary Baker Eddy, and all authorized Christian Science publications may be read, borrowed or purchased, is open daily except Sundays and holidays, from 12 noon to 3 p. m., also Saturdays, from 7:30 to 9:30 a. m.

Church of St. Joseph of the Palisades (Roman Catholic)—Palisade avenue, corner Twenty-first street. Rev. William A. Keyes, rector.

Madonna della Libera (Roman Catholic)—4946 Hudson boulevard. Rev. Leonard Borgetti, pastor; Rev. Cajetan Sferrazza, assistant pastor.

St. Mary's (Roman Catholic)—767 Polk street. Rev. Peter D. Lill, pastor.

Church of God—409 Bergenline avenue. John Volbert in charge.
West New York Mission—5,034 boulevard.

Banks—The First National Bank of West New York is an infant among the financial institutions of Hudson county, as it opened for business on January 3, 1922, and its first year was a very successful one, as shown by its statement issued on December 30, 1922: Capital stock, \$100,000; surplus and undivided profits, \$61,037.85; deposits, \$1,651,849.71; total resources, \$2,015,887.56. The bank is a member of the Federal Reserve System, and is equipped with safe deposit boxes. The officers are as follows: Daniel P. Curry, president; Alex. F. Seufferling, first vice-president; Henry F. Otis, second vice-president; C. G. Leeds, cashier; directors, Oscar L. Auf Der Heide, Anthony Bozzuffi, Daniel P. Curry, Leo V. Roth, Albert C. Eppinger, Thomas A. Lally, Eugene L. Maupai, Henry F. Otis, Dr. Barnett Kooperman Alex. F. Seufferling.

The West New York branch of the New Jersey Title Guarantee and Trust Company of Jersey City is located only a block away from the First National Bank of West New York, but the establishment of the latter bank did not affect the business of the former institution, as the Title Guarantee and Trust Company accounted for a jump of \$2,000,000 in deposits for the year ending December 31, 1922. The branch has a savings department, safe deposit vaults, and is a member of the Federal Reserve System. The bank is located at the corner of Bergenline avenue and Sixteenth street, E. Elmer Gill is the manager of the branch.

Of the seventeen savings and loan associations in the North Hudson field with over 20,000 shares in force, representing the thrift of North Hudsonites, as reported at the close of the year 1922, two of the associations are located in West New York and both are in a flourishing condition.

The West New York Building and Loan Association opened its twenty-third series of shares early in 1923 at its office, No. 650 Bergenline avenue. The new issue was more readily subscribed for than any of its twenty-two predecessors, and the year 1922 was reported to have been the best in the history of the association. Theodore Schaefer is president; Joseph V. McNeill, vice-president; Rowland Dwyer, treasurer; Frank Cleri, secretary.

CHAPTER XXXII.

MANUFACTURING INDUSTRIES—BUSINESS ENTERPRISES.

The manufacturing industries in the town of West New York in 1923, embracing silk and embroidery factories and numbering one hundred and fifteen such establishments giving employment to thousands of workers, have been steadily increasing in number year after year, and have aided materially in the wonderful and rapid growth of the town.

August Steiger, whose embroidery works are located at No. 737 Polk street, was the pioneer in the embroidery line in this section. He has been in that business for over thirty years.

The list of these industries which is something like a directory of the town, is as follows:

Messrs. Kuster & Fischbacher, 604 23rd street. Owner, Jacob Kuster, 1456 Ridgely street, North Bergen, New Jersey.

Herman Zoebisch, lace and embroidery, 528 and 532 22nd street. Owner, H. Zoebisch, 330 33rd street, Woodcliff.

Henry Metzger, embroidery works, 566 22nd street. Owner, H. Metzger, 566 22nd street.

Alfred Inauen, embroidery works, 564 22nd street. Owner, A. Inauen, 604 23rd street.

W. H. Stavenhagen, novelties, 572 22nd street. Owner, W. H. Stavenhagen, 81 Jackson street, Guttenberg.

Paul Bauer, Embroidery Works, 582 22nd street. Owner, Paul Bauer, 582 22nd street.

Oscar N. Seyforth, Automat Punching, 708 Polk street. Owner, O. Schwartzwald & Sons, 538 18th street, West New York.

Schwartzwald & Sons, Lace and Embroidery Works, 538 18th street. Owner, Schwartzwald & Sons, 518 18th street.

Emil Mueller Embroidery Works, 536 18th street. Owner, Emil Mueller, 536 18th street, West New York.

Anton Moser Embroidery Works, 532 18th street. Owner, Anton Moser, 532 18th street.

E. J. Sturzegger, 527 20th street, Embroidery Factory. Owner, E. J. Sturzeferger, 527 20th street.

Jacob Thalmann, Lace and Embroidery Works, 529 20th street, West New York. Owner, Jacob Thalmann, 529 20th street.

L. Kaufman Embroidery Works, 586 22nd street. Owner, L. Kaufman, 586 22nd street.

C. De Martin, Embroidery Works, 597-599 22nd street. Owner, C. De Martin, 599 22nd street.

Elesco Lace & Embroidery Works, 573 21st street. Owner, Wm. Sondheimer, president, 114th street and Riverside drive, New York City.

The Walter Moench Lace & Embroidery Works, 742 Jackson street. Owner, Walter Moench, 653 Hudson avenue, West New York.

August Steiger, Embroidery Works, 737 Polk street. Owner, A. Steiger, 741 Polk street.

William E. Wiener, Inc., Silk, Mill, 604 22nd street. Owner, William E. Weiner, 5 West 37th street, New York City.

E. Kellenberger, Embroidery Works, 604 22nd street. Owner, E. Kellenberger, 604 22nd street.

Henry Bernegger, Embroidery Works, 529 22nd street. Owner, H. Bernegger, 769 Madison street, West New York.

Jacob Embroidery Works, 738 Jackson street. Owner, A. Koepfel, 427 18th street, West New York.

Automatic Embroideries, 636 Buchanan place. Owner, John Wick.

M. Habeeb & Sons, Embroideries and Laces, 685-687 Broadway. Owner, M. Habeeb & Sons, 230 17th street, West New York.

S. & H. Dyeing Company, 681-685 Fillmore place. Owner, H. H. Freund.

Emil Spiess, Laces and Embroideries, 654-656 Monroe place. Owner, Emil Spiess.

Victor Embroidery Works, B. Galander, 445 14th street. Owner, William Mayer, Brookline avenue and 18th street. Factory, 677 Polk street.

Klacsman Brothers, Inc., Embroidery Works, 610 Jefferson street. Owner, John Benischke, 610 Jefferson street, West New York.

John Koepfel, Embroidery Factory, 650 Madison street. Owner, G. Arnold, 650 Madison street.

Max Meinel, Embroideries and Laces, 533 17th street, residence, 681 Hudson avenue. Owner, G. Arnold, 650 Madison street.

Floral Embroidery Works, P. Bullano, 676-678 Madison street.

F. P. Maupai Dyeing Company, 620 13th street.

Alpha Knitting Mills, 570 13th street. Owner, John Novak.

Avon Embroidery Company, 566 13th street.

Empire Lace and Embroidery Works, 323 12th street.

The Excellent Embroidery Scallop & Thread Cutting Co., P. Hueller, 582 13th street. Owner, Bernstein, 582 13th street.

L. H. Schlesinger, Cotton Goods Factory, 602 17th street. Owner, Rev. A. W. Hopper, 16th street and Palisade avenue.

Von Tobel Embroidery Company, Inc., 595 17th street. Owner, Mrs. Rosscit, 589 17th street.

Koepfel Embroidery Company, 535 17th street. Owner, Adolph Arnold, 650 Madison street.

Fern Knitting Mills, Louis Sifen, 568-572 10th street.

G. Bleichenbacher Embroidery Works, 504 10th street, Residence, 502 10th street.

J. A. Wahrenberger, Manufacturer of Novelty Embroideries, 519-521 10th street. J. A. Wahrenberger, 1631 Hudson boulevard, Woodcliff.

Geissler Swiss Embroidery Factory, 551 Eleventh street. Herman Geissler, 551 Eleventh street.

Helios Elec. Co. Corp., 528 Polk street. President Otto Foell, 4601 Hudson boulevard, North Bergen.

J. Koepfel Embroideries and Laces, 540 12th street. Owner, Julius Koepfel, 510 Madison street, West New York.

- Rose Silk Mill, 540 12th street. Habid Wardi, 551 Madison street, West New York.
 Benedict Shirt Company, Inc., 563 12th street. Julius Benedict, 3912 Hudson boulevard, West Hoboken.
 Rapid Embroidery Works, 567 12th street. Carl Liebeskind, 567 12th street.
 Halter Swiss Embroidery Works, 559 12th street. Owner, Wm. Halter, 559 12th street.
 Janzer Brothers Embroidery Works, 571 12th street. Owner, F. Janzer.
 Carmen Textile Company, 588 12th street. P. C. Kremers, president.
 Schiller & Hermann Silk Company, 596 12th street.
 Hudson Lace and Embroidery Company, 4762 Hudson Boulevard West. Prop. John Finkelstein, 451 Palisade avenue, West New York; Paul Toft, 3 Grauert place, Weehawken.
 Owner, Anton Markert.
 Sutro Brothers Braid Company, 567 Ninth street.
 Wartsky Embroidery Works, 578 Ninth street. Prop., A. Wartsky, 526 Van Vorst place, Town of Union.
 Domestic Lace and Embroidery Company, Arthur place and Jackson street. President, Joseph Bohm, 19 King avenue, Weehawken. Owner, T. Labuta, 582 9th street.
 Gerisch & Grimm Embroidery Works, 526 7th street. Owners and proprietors, Mr. Gerisch, 4239 Hudson boulevard, North Bergen; Mr. Grimm, 5208 Hudson boulevard, Guttenberg.
 Stohn Brothers, Inc., Novelty Textiles, Eleventh and Polk streets. Proprietor and owners, Otto Stohn, president, 211 Washington avenue, Grantwood, New Jersey.
 Dorfmueller Embroidery Works, 588 10th street.
 J. Koeppl and J. Wider, Swiss Embroidery Works, 586 Tenth street.
 Victor Salce, Embroidery Works, 499 Jackson street.
 Roth Bros., Swiss Embroideries, 689 Buchanan place.
 A. & T. Rosemarin, Automat Embroideries, 150 17th street.
 Carmelo Chescare Factory, suits and coats, 446 23rd street.
 Paul G. Mehlin & Sons, Broadway, 20th to 21st streets. One of the best and largest piano manufacturing concerns in the country. The Mehlin have long been residents of Maywood, Bergen county, of which borough they are most highly esteemed citizens.
 Frank Rammeler, Embroidery Works, 443-445 23rd street.
 Robert Huhn, Leather Goods Factory, 430 23rd street.
 Charles Cook, Embroidery Factory, 340 23rd street.
 Standard Waist Company, 490 Bergenline avenue. Owner, Morris Bolozky, 319 Seventh street.
 Doyd Manufacturing Company, 441 10th street. Owner, Bert Doyd, 336 31st street, Woodcliff, New Jersey.
 Domestic Tungsten Lamp Co., 420 10th street. Owner, Hugo Muller, 482 Palisade avenue.
 Hudson Embroidery Company, 325 10th street. Owner, Adolf Ketzel, 325 10th street.
 Capitol Embroidery Company, 321 10th street. Owner, Charles Ketzel, 321 10th street.
 Majestic Embroidery Company, 318 Tenth street. Owner, Sam Mann, 317 Seventh street.
 De Martin Embroidery Works, 314 Tenth street. Owner, G. De Martin, 314 10th street.
 Graf & Weber Scallop Cutting Company, 472 Hudson avenue. Owners, Graf & Weber, same address.
 Thaler & Zullig, 320 10th street. Owners, Thaler, 429 13th street; Zullig, 418 12th street.
 Hegner-Klein Company, 419 9th street. Owner, Mr. Hegner, 419 9th street.
 General Lace & Embroidery Company, 426 9th street. Owners, Mr. Flank, 210 Riverside drive, New York City; Mr. Perkins, 2112 Dorchester road, Brooklyn, N. Y.
 Gordon Pen Company, 450 Palisade avenue. Owner, William Gordon, 646 Lewis street, town of Union.
 New Jersey Embroidery Works, 426 8th street. Owner, Herman Ahlers, 425 8th street.
 Artsilk Knitting Mills, 434 8th street. J. Rogosin, 988 Park avenue, North Bergen.
 Ideal Embroidery Works, 414 Seventh street. Owner, S. Thaw, 554 Hudson avenue.
 Swiss Novelty Embroidery Company, 425 Palisade avenue.
 Alpha Embroidery Company, 311 Tenth street. Wm. K. Kallmann, 113 5th avenue, New York City.
 Textile Machine Company, 311 Tenth street. Wm. K. Tallmann, 113 5th avenue, New York City.
 Independent Contact Mfg. Company, 231 Tenth street. C. A. Laise, 505 Cornell drive, Toledo, Ohio.
 Musof & Bichwit, Embroideries, 316 9th street. Wm. Rabinowitz, 222 North Main street, Providence, Rhode Island.
 Harway Embroidery Works, 320 9th street. H. Vrcik, 320 Ninth street.
 A. Eisenstein, Embroideries, 320 Ninth street. A. Eisenstein, 495 Palisade avenue.
 R. Thurnherr, Embroideries, 409 Ninth street.
 R. Thoma, 413 Ninth street. Owner, R. Thoma, 413 Ninth street.
 Sam Prashker Brothers, Laces and Embroideries, 545-547 Polk street.

Levy & Fuchs, 521 Gaw place. I. Fuchs, 637 Palisade avenue.
 R. Ammonn, 527 Gaw place. R. Ammonn, 527 Gaw place.
 Koeb & Aberer, 523 Gaw place. August Koeb, 402 13th street.
 August Baumgartner, 403-405 12th street.
 Williams Silk Manufacturing Company, 520-534 Palisade avenue. L. C. Williams, 574 West End avenue, New York City.
 Henry Schottenfels, 323 12th street. Henry Schottenfels, 59 West 92nd street, New York City.
 Art Embroidery Company, 308 12th street. Puzaut Gabriel, 310 12th street.
 Fred. Koch Company, 552-556 Park avenue. Fred. Koch, 1125 Hudson boulevard East.
 Holzman Silk Manufacturing Company, 13th street and Park avenue. H. Holzman, 808 West End avenue, New York City.
 Strobel Brothers, 546 Palisade avenue. Willy Strobel, 546 Palisade avenue.
 K. A. Baltain, 540 Palisade avenue.
 Superior Swiss Embroidery Company, 508-510 Park avenue. G. Kenhnelian, 472 Park avenue.
 Klein Embroidery Company, 310 13th street. A. Kosmosky, 501 Palisade avenue.
 Messrs. Harnapp & Dinkelspiel, Embroidery Factory, 316 13th street.
 William Lechleitner, 312 13th street.
 United Embroidery Company, 235 11th street. N. Kosminsky, 234 Eleventh street.
 Robert L. Schwartz & J. Brandes, 235 Eleventh street.
 Abe Megibow, 523 Hudson avenue.
 Alex Megibow, 312 Eleventh street.
 Bodenman Embroidery Works, 313 Eleventh street. C. Bichler, 51 Manhattan avenue, New York City.
 Signet Mills, 318 Eleventh street. Alexander Grodnick, 1125 Hudson boulevard East.
 Bosshardt Guttman, Inc., 403 Eleventh street. C. Bosshardt, Summit, New Jersey.
 Felt, Soft Soler & Slipper Universal Checking Co., corner 17th street and Fillmore place.
 Owner, S. Goldberg, 875 Broadway, Weehawken, New Jersey.

The American Cotton Oil Company, capitalized at over \$30,000,000, in 1889 erected a plant on the River Road in West New York, New Jersey, employing over 400 people, and has since then been engaged in the manufacturing business. The products manufactured by them consist of the well-known Gold Dust Washing Powder and Fairy Soap, besides many other well-known brands of toilet and laundry soaps, and scouring powders and soaps. They are also engaged in the refining of crude cotton-seed oil and the manufacture of lard substitutes made from cotton-seed oil. They rank among the largest producers of these commodities in the United States. They also handle pure lard in large quantities under their own trade marks and brands. They are probably the largest taxpayers in the town of West New York.

In addition to the numerous industries listed above, there are now many business houses in various lines in West New York, the leading ones being the following:

Adler's department store, dry goods and furnishings, 555 Bergenline avenue; Ain's cigar store, cigars, stationery and novelties, 623 Bergenline avenue; D. Brody, dry goods and furnishings, 599 Bergenline avenue; Behrman's art and embroidery goods, 604 Bergenline avenue; S. Berman, house furnishings and gifts, 883 Bergenline avenue; Brenner's art embroidery and children's wear, 693 Bergenline avenue; Butler Furniture Company, household furniture, 738 Bergenline avenue; Capitol Dress Goods Store, silks, woolens, cottons, 641 Bergenline avenue; Dorn Music Company, 804 Bergenline avenue; A. H. Einbeck, druggist, 644 Bergenline avenue; Entroff Bros., men's furnishings, 803 Bergenline avenue; First National Bank, 16th street; J. K. Fenster, cotton, silk and dress goods, 664 Bergenline avenue; Gibian's sweaters for men, women and children, 659 Bergenline avenue; B. Goldstein, dry goods and dress goods, 551 Bergenline avenue; Household Cotton Stores, cotton goods and household goods, 609 Bergenline avenue; Home Stores, dry

goods and furnishings, 582 Bergenline avenue; E. Kruger, Inc., dry goods and furnishings, 611-613 Bergenline avenue; Kohn's Dry Goods Store, dry goods and furnishings, 674 Bergenline avenue; Kasten's Market, 637 Bergenline avenue; Lobel's Baby Shop, infants' and children's wear, 593 Bergenline avenue; Lucille Shop, millinery, 608 Bergenline avenue; Mark's Shoe Shop, men's, women's and children's shoes, 553 Bergenline avenue; Marilynn Shop, corsets and hosiery, 621 Bergenline avenue; Norman's Men's Shop, men's hats and furnishings, Bergenline avenue and 16th street; L. Nadel, dry goods, shoes and furnishings, 683 Bergenline avenue; New Jersey Title Guarantee and Trust Company, Bergenline avenue at 16th street; People's Market, 646 Bergenline avenue; Quality Market, 643 Bergenline avenue; M. Reise, cigars, tobacco, stationery, 607 Bergenline avenue; B. H. Roth, victrolas, pianos, sporting goods, Bergenline avenue at 14th street; Sillery's Yard Goods Shop, cotton and dress goods, 587 Bergenline avenue; Shapiro's dry goods and furnishings, 655 Bergenline avenue; Surprise Stores, dry goods and dress goods, 628 Bergenline avenue; I. Schultz, shoes for men, women and children, 615 Bergenline avenue; A. Schultz, shoes for men, women and children, 647 Bergenline avenue; Sterling Pharmacy, druggists, 624 Bergenline avenue; Standard Millinery Shop, 634 Bergenline avenue; W. G. Scholp, jewelry, diamonds, watches, 610 Bergenline avenue; Thompson & Campbell, curtains and floor coverings, 697 Bergenline avenue; L. V. Roth & Co., dry goods and furniture, 640-642 Bergenline avenue; L. J. Rad, jewelry, diamonds, watches, 639 Bergenline avenue; West New York Heraco Exchange, Columbia grafanolas and radio supplies, 595 Bergenline avenue; Worthful 5c. and 10c. store, 665 Bergenline avenue; Woolworth's 5c. and 10c. store, 645 Bergenline avenue; West New York Apron Co., custom aprons and house dresses, 692 Bergenline avenue; West New York 5c., 10c. and 25c. store, 691 Bergenline avenue; Waukrite Shoe Store, A. Sussman, shoes for men, women and children, 561 Bergenline avenue; John Zweig, dry goods and furnishings, 654 Bergenline avenue; M. Zwain, shoes for men, women and children, 682 Bergenline avenue.

As shown by this list of business places Bergenline avenue is the main street of the town.

CHAPTER XXXIII.

TOWN OF SECAUCUS—ITS EARLY HISTORY.

Although Secaucus did not get on the map as an independent municipality until 1900, it was a settlement in the early days, and the stamping ground of the Indians when they roamed through this neck of the woods nearly three hundred years ago.

In early times the rugged ledge of rock known as Snake Hill, thrown up by some earthquake or giant cataclysm, arose in all its barrenness. Gradually the drift and debris of ages accumulated about its cracks and crevices and formed an island of goodly size. Although included in the grant of the Indians to Governor Peter Stuyvesant in 1658, as was understood by him, the former claimed to have had no such intention. This disagreement led to prolonged discussion, but finally the Indians agreed to relinquish their claim for "an anker of rum." The liquor was given them and the title was perfected. Previous to this, on December 10, 1663, Nicholas Varlett and Nicholas Bayard had received a patent for the Island of Siskakes, which was

confirmed by Governor Philip Carteret on October 30, 1667. In the deed of Carteret it was recited: "The said plantation or parcel of land is esteemed and valued, according to the survey and agreement made, to contain both of upland and meadow the sum of two thousand acres English measure." It comprised all the land between Pinhorne's Creek and the Crom-a-kill on the east, and the Hackensack river on the west, and described as follows: "Beginning at the mouth of Pinhorne's Creek, on the southerly side of the Hackensack River, and thence runs up along said Pinhorne's Creek, the several courses thereof as it runs to a creek or ditch, which communicates with or joins said Pinhorne's Creek with another creek called 'Crom-a-kill,' thence along said creek or ditch, as it runs to said 'Crom-a-kill,' then down said 'Crom-a-kill' the several courses thereof as it runs to Hackensack River; thence down the said Hackensack River the several courses thereof as it runs to the mouth of the said Pinhorne's Creek, the place of beginning."

Nicholas Varlet died while the tract was in the possession of the patentees, and his administrators, Samuel Edsall and Peter Stoutenburgh, joined Bayard in selling it to Edward Earle, Jr., of Maryland, April 24, 1676. Earle sold to Judge William Pinhorne an undivided one-half on March 26, 1679, for five hundred pounds, one individual half of the tract, also one-half of all the stock, "Christian and negro servants." The following schedule of property was annexed to the deed: "One dwelling house, containing two lower rooms and a lean-to below stairs, and a loft above; five tobacco houses; one horse, one mare and two colts, eight oxen, ten cows, one bull, four yearlings, and seven calves; between thirty and forty hogs, four negro men, five Christian servants." This was the Pinhorne plantation referred to by George Scott in his "Model of the Government of East Jersey." It was the southerly half of this property that Judge Pinhorne became possessed of when the division was made in 1682. This portion is described, May, 1730, as "A Plantation called Mount Pinhorne, lying in the County of Bergen, New Jersey, near Snake Hill, and is about six miles distant from New York, containing about 600 acres of upland and 1,000 acres of fresh and salt meadow land."

The State of New Jersey was divided into counties in 1675, the territory now known as Hudson county being included in Bergen county, and remained so until 1840, when it was separated from the parent county. In 1693 for the better control of local matters each county was divided into townships, Bergen Township comprising all that part of present Hudson county lying east of the Hackensack river.

The wording of Carteret's patent is as follows: "Doe hereby Grant and confirme unto Nicholas Ver Lett, Esq., of the Towne of Bergen, and Nicholas Bayard, of New Yorke, a Sartain Plantation or P'rcel of Land lying and being in the Kill van Cole, known in the Indian Language by the name Sickakus, which was lawfully purchased from the Indians and paid for, as may appear by the Bill of Sale made by the Indyans the 30th day of January, in the year of Our Lord 1658, Stila Nova." * * *—Winfield's Land Titles.

Reference is made to this place in the History of New Jersey, published in 1834, as follows:

"Secaucas island in the cedar swamp of the Hackensack river, in Bergen township, Bergen county. It is near four miles long by half a mile wide, terminating in a very distinguished elevation called Snake Hill."

"1674, April 18. This day councillors Cornelis Steenwyck and Cornelis Van Ruyven heard by order of Governor Color in Fort Willem Hendrich the claim of some Indians who assert that Sicakus, a smill island situated behind

Bergen was not sold, but only Espatingh and its dependencies, and that other Indians blamed them for selling land not theirs. * * * They find the aforesaid island to be included in the sale made on January 30, 1658." On the day mentioned above "there appeared before the Honorable Director General Petrus Stuyvesant and the gentlemen of the Council Chamber in the Fort Amsterdam in New Netherlandt, Therincques, Wawapehack, Sughkins, Kogkhennigh, Bomatian, Memiwokaw, Sames, Wewanatokwee for themselves and on the name of Moikopes Pepoghen, Parsoihques, and others, partners in the lands hereafter mentioned. We declare to be the right owners of the lands lying on the west side of the North river in New Netherlandt beginning by the great Rock above Wiehacken and from thence across through the lands till above the Islandt Siskakes and from thence along the channel side till Constable's Hook." Thus from Siskakes to Silkakes and from that to Secaucus the changes were easy and logical. The definition is "the place where the snakes hide," and must have persisted to the time of the Dutch, for the place was known by them for a while as "Slanghenbergh," which translated into English, becomes Snake Hill.

Indian Claim on Secaucus Island—At a meeting in Fort Willem Hendrick on Thursday, the 8th of March, 1674, a certain ordinance was handed in on behalf of the magistrates of Middletown, directing that no inhabitants should be allowed to leave his village unless he gave bail to return as soon as he had done his business, or unless he was engaged in the service of the place, etc. They ask for its approval by his honor, the Governor-General. The ordinance having been read and considered, the Governor and Council order: "No inhabitant can be prevented from changing his residence within this province, unless he is arrested for lawful reasons; but no resident of the village of Middletown shall be allowed to leave without having first given notice of it to the magistrates."

The councillors, Messrs. Cornelis Steenwyck and Cornelis van Ruypen "have to-day heard by order of the Governor, the claims made by some savages, that Sicakus, a small island lying back of Bergen, had not been sold; but only Espating, and its dependencies, and that they were now reproached by other savages for having sold land which did not belong to them." The contract of sale was thereupon examined, and, after hearing further debates, it was found that the said island was included in the sale made in January, 1658, but not in the sale of Espating. After Saartie van Borsim had interpreted and explained the matter to them, they said they had not known it, and represent that they were now entitled to have an anker of rum, which the parties in interest agreed to give them to avoid further trouble.

Before Hudson county was created as a separate county from Bergen county, in 1840, Secaucus was a hamlet in Lodi township, which township was originally known as New Barbadoes Neck, the name being changed by the Legislature in 1825. The inhabitants of Secaucus, North Bergen, New Durham, Weehawken, and other surrounding towns petitioned the Legislature in 1840 to create a new county, on account of the great distance which the petitioners had to travel to reach the county seat, which was at Hackensack. This appeal resulted in the creation of Hudson county, the law being passed February 22, 1840.

Regarding Slaves—From the tax list of 1784, the names of those taxed for slaves will be found, among the number being Van Gesen. In this connection the following letter is selfexplanatory:

1784.

SEACAUCUS, May 14, 1784.

DEAR BROTHER:

I understand by your accounts that you like the country very much and that you have seen my negro France and that you can with a Bill of Sale from me get him and dispose of him, which I trust that you will sell him to the best advantage and for that reason I have herein enclosed you a sufficient Bill of Sale, and if you should sell him I desire that you will give a sufficient order upon your brother George Van Geson for the sum you sell him for and he will pay me. If you can hear anything of Daniel Smiths negro Jack I desire that you will send word by your next letter and let know if you can with an order from him sell his negro so no more at present but that we all remain in good health at present except your sister Onchy and she is very ill. I hope these line will find you well so I Remain your affectionate

Brother,

ISAAC VAN GESEN.

P. S.—I will satisfy you for your trouble and defend to you the property of the said Negro. What money you get for him you can dispose of at your pleasure only give me an order upon your brother George.

CHAPTER XXXIV.

EARLY SETTLERS—COUNTY BUILDINGS.

William Hagan was one of the early settlers of Secaucus coming here in 1863 with his father, and settling on a place where he followed successfully the vocation of a farmer for a number of years. In 1877 he was elected a justice of the peace, and during a period of ten years he filled that office with credit and satisfaction. He was town committeeman for three years, and also served as notary public and commissioner of deeds. Mr. Hagan, who is still living on the outskirts of the town in his eighty-second years, says there were but six houses in the town when his father settled there in 1863. The inhabitants were engaged in farming and their homes were scattered and far apart. Mr. Hagan was a former mayor of the town, and is one of the oldest residents of the community.

Edmund E. Johnson became a resident of Secaucus in 1854, having been born on Staten Island, New York, in 1824. He was one of the most prominent and highly respected citizens of the community, and held such local offices of honor and trust as town committeeman and school trustee. Several of his descendants still reside in Secaucus.

Cornelius Brinkerhoff, who was born in West Hoboken in 1859, took up a residence in Secaucus at an early date. He spent much of his early life on the farm. Becoming an engineer by trade, he filled various responsible positions, and in 1900 he was superintendent of the New Jersey Trap Rock Company at Snake Hill. He was a leading member of the Fire Department of North Bergen township for eight years, and in August, 1898, was appointed chief engineer of the department.

Before the hotel business was under such a ban as it is to-day, Stewart Lowry was a well-known hotel proprietor of Secaucus, also a farmer, he being a native of the place, having been born here in March, 1854. His parents in early life took up their residence in Secaucus, after their arrival in this country from Ireland. Mr. Lowry served his fellow-townsmen in various public capacities, among them that of constable. Mr. Lowry is still a resident of Secaucus and a member of the borough council at the present time, and a member of a number of the standing committees.

The distinction of helping to write a new chapter in the record of aviation was won by John Wilshusen, a Secaucus citizen, when the airplane "Sampaio-Correia II" settled on the waters of Rio Janeiro harbor, South America, on February 8, 1923, covering a flight of 7,277 miles by air. Wilhusen was mechanic of the airship, which made the flight from New York to Brazil. He is

thirty-six years old and has been a resident of Secaucus for a number of years. He has been interested in aerial navigation for several years, principally the mechanical end of it. He made his first trip in an airplane from the Rockaway Beach naval station to New York City the latter part of 1922.

The poor of the town in the early days were farmed out to those who would care for them at the least expense to the township. With the increase of population it was realized that general provision must be made for the care of the poor and unfortunate of the township, and the purchase of a suitable locality for the purpose was decided upon. The Pinhorn plantation at Secaucus was said to contain in 1729 about 600 acres of timber land, 200 acres cleared land, 1,000 acres meadow, new house and barn, and two orchards of about 1,200 bearing apple trees, and some 300 acres of this plantation were taken for the "poor-house farm."

Bergen township, at that time in Bergen county, purchased on April 27, 1820, from Abel I. Smith, who had become the owner of a large tract at Secaucus, 200 acres of land for a poor farm, the price being \$5,000, and on August 16, 1826, an additional $74\frac{3}{4}$ acres from Samuel Swartwout for \$592. This placed the title to the poor farm in the township of Bergen.

The county of Hudson being carved out of the county of Bergen in 1840, its territory practically embraced that of the old township of Bergen. Several townships, however, had been set off from Bergen township without expressing or reserving their rights to the poor farm, leaving the ownership in Bergen, North Bergen, and the cities of Hoboken and Hudson, in the county of Hudson. An act was passed by the State Legislature on March 7, 1861, appointing commissioners "to provide for the sale of the poor house and farm, and tracts of land belonging to the townships of North Bergen, Bergen, and the cities of Hoboken and Hudson, in the county of Hudson, as the common ownership of such property is the source of great trouble and inconvenience in reference to the management, etc. Proceeds of such sale to be divided proportionately: Township of Bergen, one-half; North Bergen, five-eighths of one-quarter; city of Hudson, three-eighths of one-quarter; and city of Hoboken, one-quarter. Amount paid, \$12,000. Purchase concluded February, 1862, the county becoming owner."

Preparations were immediately made for the erection of the almshouse. The contract for the carpenter's work was awarded to James McLoughlin at \$14,600, and the contract for the mason work to William C. White at \$12,500. In 1863 the building was completed, and the first person received as an inmate was Andrew Donahoe, August 25, 1863. The accommodations in the building for over 500 inmates were first-class. The contract for the penitentiary was awarded to Peter Doyle and David Ewling, August 9, 1866, for \$83,456. It was completed in 1870, and Patrick Warren was appointed its first keeper; Michael Kinney, convicted of breaking and entering, and larceny, was admitted as its first inmate. In 1873 the lunatic asylum was completed with accommodations for 150 patients. The first patients were received on March 8, 1873.

The buildings have since been enlarged and improved, and now have accommodations for tubercular patients. The improvements form a very important item in the county's assets. The approximate value of these buildings about ten or twelve years ago was over one million dollars, divided as follows: Penitentiary, \$150,000; asylum, \$400,000; almshouse, \$250,000; tuberculosis hospital, \$300,000; smallpox hospital, \$20,000; contagious diseases, \$20,000; store house, stable, chapels and miscellaneous, \$75,000; total, \$1,215,-

000. Probably the valuation would now be nearly two million dollars, owing to the increased cost of building at the present time.

About 190 acres constitute the area of the property at Snake Hill belonging to Hudson county. Of this area about 60 acres have been devoted to agricultural purposes, and is thus developed, providing a large proportion of the provender required for the maintenance of the several institutions. A strip of unused meadow land in the extreme eastern end was sold in 1905 to the Pennsylvania Railroad Company for their right of way to New York City, for the sum of \$43,832.

The warden and superintendent strive to keep the buildings and grounds in the best possible condition. On the western side of Snake Hill extensive stone quarries are maintained, with stone crushers and other necessary equipment, operated under proper supervision by the inmates of the institutions. Good road material is the result of their labor. Various trades are carried on for the production of food and clothing for the inmates. The bread bakery is a noteworthy feature, being conducted on hygienic principles with separate machinery for mixing and forming the loaves of bread without coming in contact with the hands. These industries are all operated by the inmates of the institutions, supervised by the proper officers.

Many truck farmers were attracted by the productive soil about Secaucus, the farm crops consisting principally of garden vegetables of all kinds, which go to supply the city markets to a considerable extent.

In 1862 "the Hudson County Agricultural Society" located a fair ground and race course at Secaucus, but the venture was short-lived, being abandoned after a few years and the property sold. It remained vacant for some time and became a sort of public resort for minor exhibitions of various kinds.

Colonel McDaniel in June, 1866, assumed proprietorship of the agricultural grounds at Secaucus, above referred to, contemplating exhibitions of an attractive nature at the race course. The colonel brought from Virginia a considerable stud, with a retinue of black servants, and lived here as he had been accustomed to do in the Old Dominion. Time swiftly glided by, and he discovered less chivalry than he anticipated; the members of the Agricultural Society saw less patronage; the consequence was that the institution passed into oblivion. A very few exhibitions, but none startling in endurance or speed, gained some little degree of notice, and that is all that need be said of the Secaucus grounds as a public resort.

CHAPTER XXXV.

INCORPORATION OF TOWN, POPULATION, SCHOOLS, ETC.—PRESENT ADMINISTRATION.

Secaucus was incorporated as a town on March 12, 1900, and a mayor and councilmen were elected, the same as in all well regulated towns. Situated directly on the Hackensack river, which is navigable here by light draught boats, the location is quite attractive, and the climate healthful. Besides being accessible by water, it connects with Jersey City and Hoboken by trolley lines. Secaucus is also on the Delaware, Lackawanna & Western railroad, and the Erie railroad, the distance to the station being about one mile.

In 1900, when the town was organized, the population was 1,626, but in the next ten years it increased nearly threefold, the census count in 1910 showing 4,740. The growth in the following five years was small, being

less than 200, the census of 1915 bringing the total up to 4,906. In the next five years, however there was a larger gain, the census of 1920 accounting for 5,423 inhabitants in the town.

With the exception of some small embroidery works there is no manufacturing, though a well organized Chamber of Commerce is endeavoring to attract industries. The soil of the surrounding country is good and the farm crops consist principally of garden vegetables of all kinds, there are, however, several dairy and pig raising farms on the outskirts.

Notwithstanding this healthy growth, there was a little agitation in November, 1922, to change the time-honored name of Secaucus to Clarendon, the petitioners setting forth that the name Secaucus has been "the butt of jokes and has retarded the growth of the town."

The name of Clarendon was adopted to a district of the town that was being developed by real estate men. The residents of the town, however, decided to retain their old time-honored name rather than accept the more modern name of Clarendon.

The town has two eighth-grade public schools and three churches—Catholic, American Reformed and Lutheran. There is also one bank, First National, money order post office, telegraph and telephone. The town is sewered throughout, and has an ample water supply which runs through mains to all parts of the town. Four volunteer fire companies are equipped with the best apparatus, besides which there are high pressure street hydrants for fire protection.

The two public schools of Secaucus have 900 pupils, which equals one-sixth of the population. M. J. Pechtel is the supervising principal; May Thomas is the principal of No. 1 School, and S. H. Kohler is principal of No. 2 School. The Board of Education is composed of five members.

Chicora Chemical Engine Company No. 1, which was organized to safeguard property in the town from destruction by fire, has the following officers for the year 1923: Fireman, Fred Blondell; first assistant fireman, Charles Faust; second assistant fireman, Charles Kuhn; recording secretary Richard Wilke; financial secretary, Al Wunner. The company is planning the purchase of lots for the erection of a fire house.

Henry Engelbrecht was active and influential in town affairs, and especially in the organization and development of the Secaucus Fire Department, being one of the first to promote the movement which resulted in the formation of an independent company, of which he was assistant foreman. When North Bergen township officially recognized the company as a part of its fire department, he continued in active service, and in 1892 was elected chief and served two years. He also served as constable two terms, and was a member of the executive committee of the Hudson County Democratic Committee. Mr. Engelbrecht, like his father before him, conducted the Sunnyside Hotel, which was the oldest hotel on the island of Secaucus, and the only one that remained in one family or under one name any great length of time. Henry Engelbrecht took charge of the hotel in 1890, and continued the business until the Volstead law put a crimp in the liquor traffic.

Secaucus Hose Company No. 1 started the year 1923 by putting in commission a new, up-to-date combination fire apparatus, which was purchased by the town. The apparatus is equipped with hose, rubber coats and boots, etc. Louis Schmitt is the chief of the Secaucus Fire Department.

Miss Charlotte Stegman is the Councilor of Prosperity Council, No. 220, Sons and Daughters of Liberty.

Troop No. 1, Secaucus Boy Scouts, is one of the lively organizations of the borough, with headquarters in the basement of the Reformed church.

Two other organizations in the town are the Secaucus Board of Trade and the Board of Civic Betterment, both of which interest themselves in all matters affecting the public welfare.

Pride of Secaucus Circle, Lady Foresters, is also a flourishing organization, and holds its meetings in the town hall.

The town has one newspaper, the "Secaucus News," published weekly.

It is planned to erect a fitting memorial in the town in honors of the Secaucus men who were called to the service in the World War. The mayor and all of the councilmen contributed to the fund.

Present Administration—Jacob Schmitt is the present mayor of Secaucus, and the town council is composed of Messrs. Frank Huber, Fred Koster, George Habe, Otto Cimler, Frank Doyle and Stewart Lowry. Councilmen Huber and Koster are new members, taking office on January 1, 1923, when Councilman Habe was chosen president of the Council, and Adrian Post reappointed town clerk; John Bremmer, tax collector, and George Burke, borough attorney; Louis P. Huber, treasurer. The councilmen are all Democrats with the exception of Mr. Cimler.

The town clerk's salary was increased to \$900 a year, and he was also made official tax searcher at \$300 per annum. The tax collector's salary was fixed at \$1,000 per year. Louis Asmussen is assessor of the town, and Conrad Brecht is recorder. The standing committees of the Borough Council for the year are as follows: Ordinance, Cimler, Koster and Huber; Police, Lowry, Habe and Cimler; Printing and Supplies, Doyle, Cimler and Huber; Buildings, Habe, Cimler and Doyle; Sewerage and Streets, Lowry, Koster and Habe; Health and Poor, Doyle, Koster and Lowry; Lights, Huber, Koster and Lowry; Law, Koster, Huber and Doyle; Fire, Cimler, Doyle and Habe; Assessments, Koster, Huber and Habe; Railroads and Trolleys, Lowry, Doyle and Huber; Finance, Huber, Koster and Habe.

Mayor Schmitt in reviewing the accomplishments of his administration during the year 1922, promised to do as well if not better during 1923. He stated that he had not forgotten the sidewalks for Paterson Plank road, and said: "I'll grab the bull by the horns and get the State Legislature to put a bill through so that the Board of Freeholders can do something for the people of Secaucus in the matter." With reference to the town managing its own water supply, Mayor Schmitt said that Bayonne saved \$20,000 in 1922 by having its own water plant. Secaucus, the Mayor said, is the only municipality in North Hudson to be so fortunately located that it can easily enough get its water from the Jersey City supply which runs through Secaucus.

The First National Bank of Secaucus although established only a few years, is in a very flourishing condition, as shown by its report issued at the close of business on December 29, 1922. The capital stock is \$50,000; surplus fund, \$12,000; undivided profits, \$24,000; total resources, \$1,032,021.49. Louis F. Huber is cashier; Edward Kernan, acting president. The Secaucus Building and Loan Association is a flourishing institution. It opened its ninth series of shares in September, 1922.



